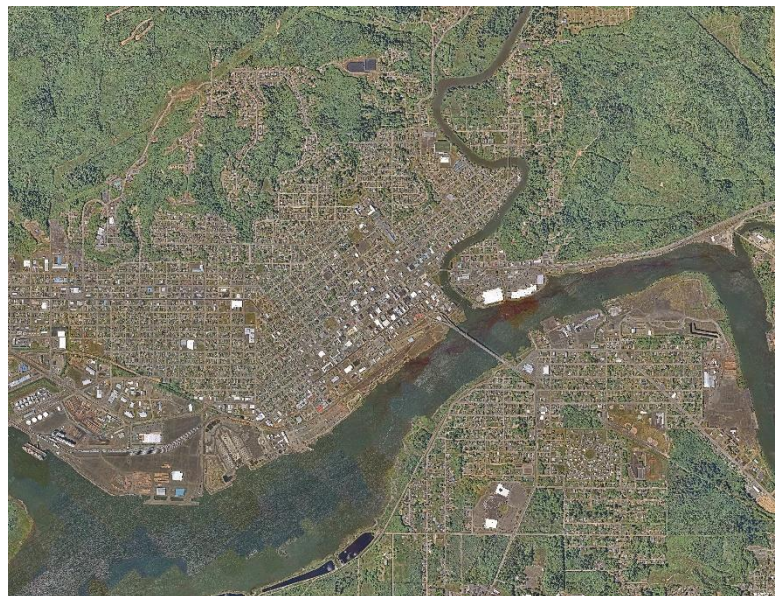


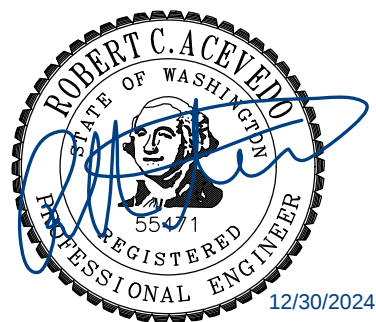


Signal Warrant Analysis

City of Aberdeen

Market Street and 1st Street

December 30, 2024



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1.0 Introduction

A traffic signal is one of the most restrictive traffic control devices used to manage the flow of traffic at intersecting roadways. These signals can be relatively costly to maintain due to the need for equipment upgrades and technician time required for monitoring and servicing. The City of Aberdeen is reevaluating eight signalized intersections in downtown Aberdeen to determine the necessity of these signals and propose potential alternatives based on existing conditions. This Traffic Signal Warrant Analysis will evaluate the following intersections:

- Market Street & K Street
- Market Street & Broadway Street
- Market Street & I Street
- Market Street & H Street
- Market Street & G Street
- Market Street & F Street
- 1st Street & Broadway Street
- 1st Street & F Street

The goal of this study is to provide recommendations on how the intersections can be improved to better serve the downtown Aberdeen area while reducing maintenance and operation costs. The recommended alternatives will present traffic control strategies for each of the eight study intersections, considering safety and operations at the individual locations, desired travel patterns through downtown and along the Market Street corridor, as well as the queuing conditions on the segment of F Street between 1st Street and Market Street. This study will be based on the analysis of existing conditions and future capacity on the following data collection:

- 2018 – Traffic counts from Grays Harbor Council of Governments
- 2021 – 4-hour turning movement count (TMC)
- 2021 – 24-hour tube count
- 2024 – 6-hour turning movement count

The *Manual on Uniform Traffic Control Devices* (MUTCD) is the nationally accepted standard guiding the determination of what conditions "warrant" the installation of a traffic signal. The MUTCD clearly states that the selection and use of traffic control signals should be based on an engineering study of roadway, traffic, and other conditions. Chapter 4 of the MUTCD states, "*A careful analysis of traffic operations, pedestrian and bicyclist needs, and other factors at a large number of signalized and unsignalized locations, coupled with engineering judgment, has provided a series of signal warrants, described in Chapter 4C, that define the minimum conditions under which installing traffic control signals might be justified.*" We have used this

set of specific warrants as the basis for our analysis and applied professional engineering experience regarding traffic signal systems to develop our recommendations. All subsequent evaluation methods and quotations (*italicized*) are based on the current MUTCD 11th Edition, dated December 2023.

2.0 Site Conditions

The project vicinity is shown in **Figure 1** below. Market Street and 1st Street are not considered high-volume streets or major arterial roads, as they run parallel to Wishkah Street and Heron Street. All minor streets intersecting Market Street and 1st Street have one lane in each direction, while Market Street and 1st Street themselves each have one lane in each direction with a center two-way left turn (TWLT) lane. All roads in the area have relatively low traffic volumes and a limited number of travel lanes.

The proposed project will assess whether two-way or four-way stop-controlled measures will be sufficient to accommodate current and future traffic. 1st Street and Market Street are intended to serve as main streets with free-flow conditions, except where a minor side street's Intersection Sight Distance (ISD) is insufficient based on AASHTO standards. In such cases, all-way stop control may be considered.

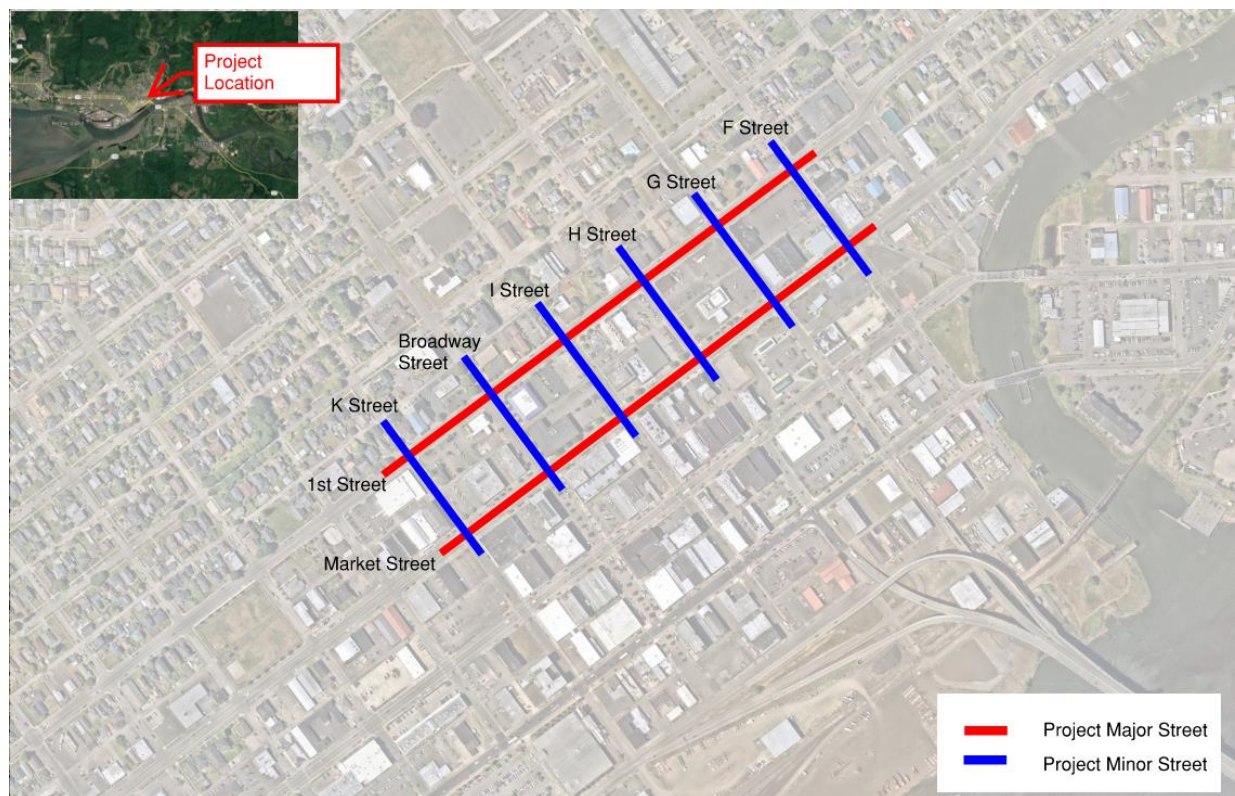


FIGURE 1: PROJECT VICINITY

2.1 Traffic Data

Figure 2, the Data Visualization Map shown below, illustrates the data used in this study to assess current conditions. Overlapping data collected on Broadway Street between 1st Street and Market Street were used to estimate changes in traffic capacity. This data was collected by the City of Aberdeen on Tuesdays during similar seasons.

The 2021 TMC data were recorded as four-hour counts from 1 p.m. to 5 p.m., while the 2021 tube data were collected over the entire day on Tuesday, December 14th. The 2018 traffic count data were recorded from Tuesday, October 23rd to Thursday, October 25th. These data indicate that the peak traffic hour occurs between 2:30 p.m. and 3:30 p.m. The 2024 TMC data were recorded as six-hour counts from 6 a.m. to 9 a.m. and from 3 p.m. to 6 p.m. on Tuesday, June 11th.

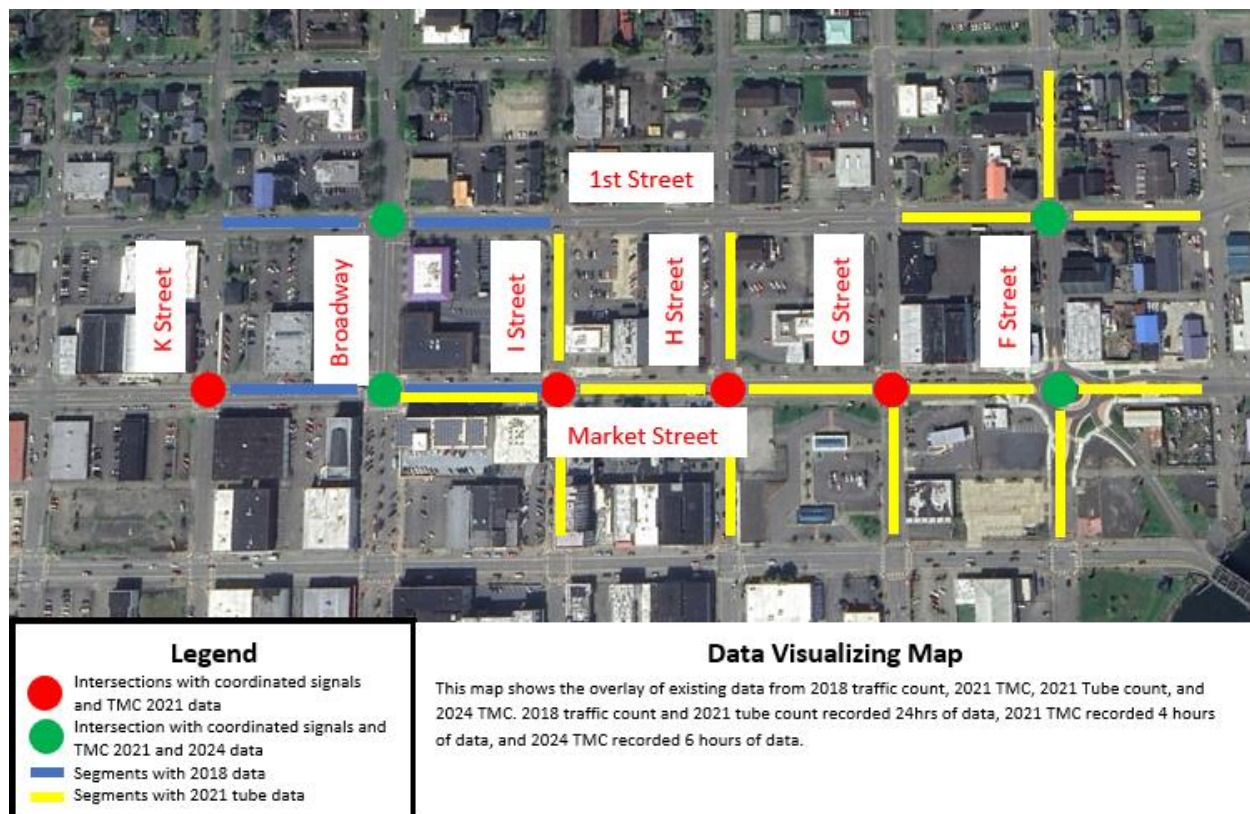


FIGURE 2: DATA VISUALIZING MAP

2.2 Existing Traffic

The projected traffic volume is calculated based on data collected in 2018, 2021, and 2024 on Market Street between Broadway Street and I Street. As shown in **Table 1** below, there was a decrease in the daily vehicle traffic from 2018 to 2021, followed by an increase from 2021 to 2024. Other factors must also be considered, such as the reduction in overall traffic volume during the COVID-19 pandemic and the subsequent increase in traffic volume after the

pandemic. **Figure 3** displays the vehicle volume trends on the 24-hour volume counts for 2018, 2021, and 2024.

TABLE 1: VEHICLE VOLUME COMPARISON

	Market Street between Broadway Street & I Street					
	2018	2021	2024*	Difference 2018 to 2021	Difference 2021 to 2024	Difference 2018 to 2024
WB	2561	2405	2706	-156	301	145
EB	1835	1786	1783	-49	-3	-52
Sum	4396	4191	4489	-205	298	93
Peak Hour	371	412	409	41	-3	38

*2024 daily volume was calculated based on the 2024 6-hour traffic count, peak hour factor, and the ratio between 2018 and 2021 daily counts.

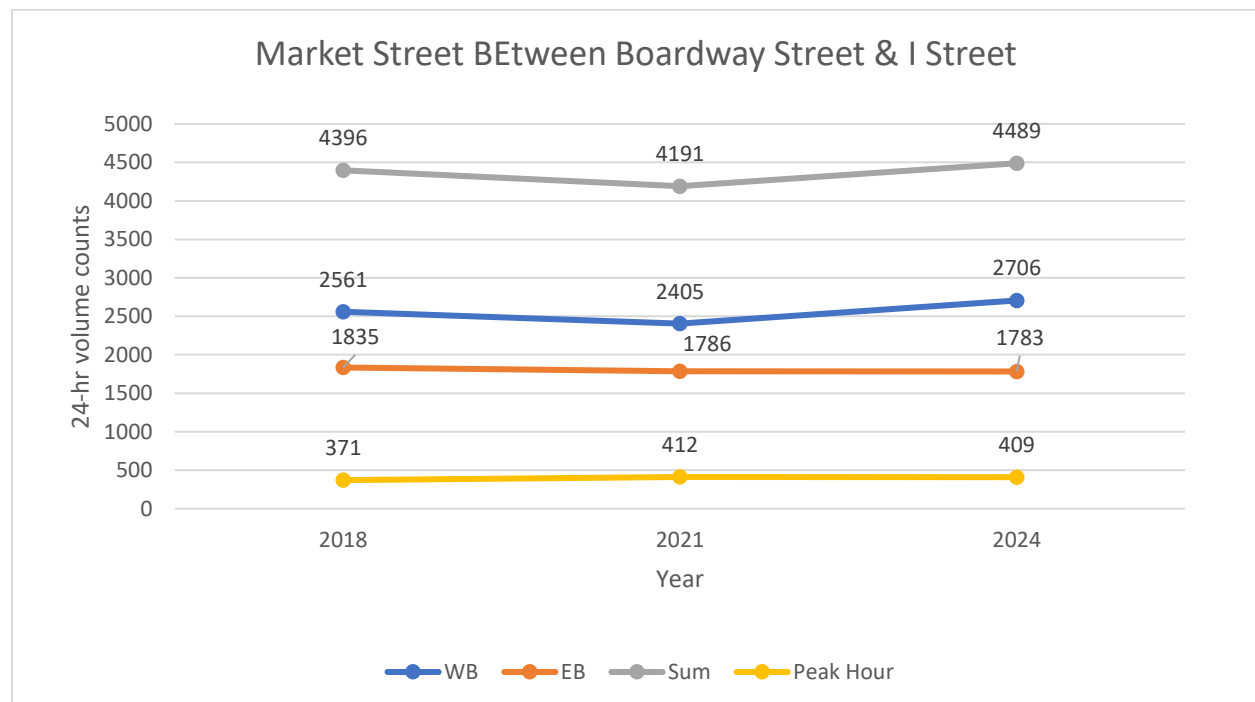


FIGURE 3: VEHICLE VOLUME BETWEEN 2018, 2021, AND 2024

2.3 Crash History

The latest available 3-year duration of Crash History of the studied intersections from August 2nd, 2021, to August 22nd, 2024 were summarized and analyzed. There were 45 intersection-related accidents, mostly from disregarding the traffic signal. Summary of crashes related to traffic signals are discussed more in Warrant 7. Appendix B includes detailed crash history for reference.

3.0 Traffic Signal Warrant Analysis

3.1 Warrant 1. Eight-Hour Volume

The need for a traffic control signal should be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

- A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection; or*
- B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major street and the more critical minor-street approach, respectively, to the intersection.*

Condition A—Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

SOURCE: MUTCD 11th Edition Chapter 4C. Traffic Control Signal Needs Studies. Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

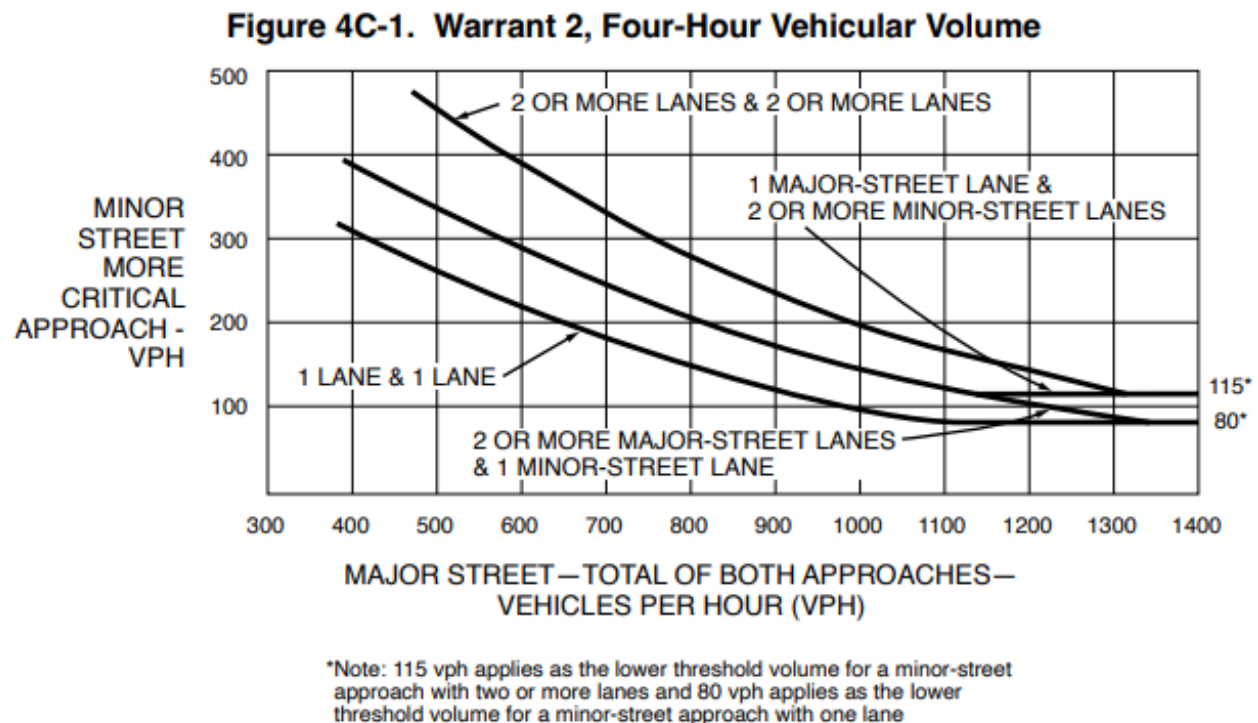
Using the available 2021 tube count data, five intersections were analyzed between 10 a.m. and 6 p.m. Condition B is not considered, as it is intended for heavy traffic volumes on major streets. According to the MUTCD table above, there needs to be 500 vehicles per hour (VPH) on the major street and 150 VPH on the minor street to satisfy Warrant 1. As shown below in **Table 2**, the current traffic does not satisfy Section 4C.02 Warrant 1.

TABLE 2: EIGHT-HOUR VOLUME SUMMARY

	Market & I		Market & H (No WB)		Market & G (SB 1way)		Market & F (No SB)		1st & F (No NB)	
	Major	Minor	Major	Minor	Major	Minor	Major	Minor	Major	Minor
10:00 AM	353	78	132	78	239	159	401	37	329	62
11:00 AM	382	86	133	83	328	146	432	56	355	94
12:00 PM	449	85	187	100	340	171	473	57	345	84
1:00 PM	433	59	153	87	354	181	466	53	338	83
2:00 PM	443	98	130	133	381	293	513	52	399	124
3:00 PM	408	67	149	128	360	235	497	80	442	116
4:00 PM	376	52	164	121	337	305	564	71	501	115
5:00 PM	296	58	134	83	300	201	471	73	410	102

3.2 Warrant 2. Four-Hour Vehicular Volume

The need for a traffic control signal should be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the more critical minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the more critical volume is not required to be on the same approach during each of these 4 hours. The more critical minor-street volume is the one that meets the warranting criteria for that approach, and in the case of a one-lane minor-street approach that is opposite from a multi-lane minor-street approach might not have the higher volume.



SOURCE: MUTCD 11th Edition Chapter 4C. Traffic Control Signal Needs Studies. Figure 4C-1 Warrant 2, Four-Hour Vehicular Volume

Based on the graph provided by the MUTCD for Warrant 2, none of the intersections have sufficient vehicle volume on either the major or minor streets to satisfy Warrant 2, as shown in **Table 3** below.

TABLE 3: FOUR-HOUR VOLUME SUMMARY

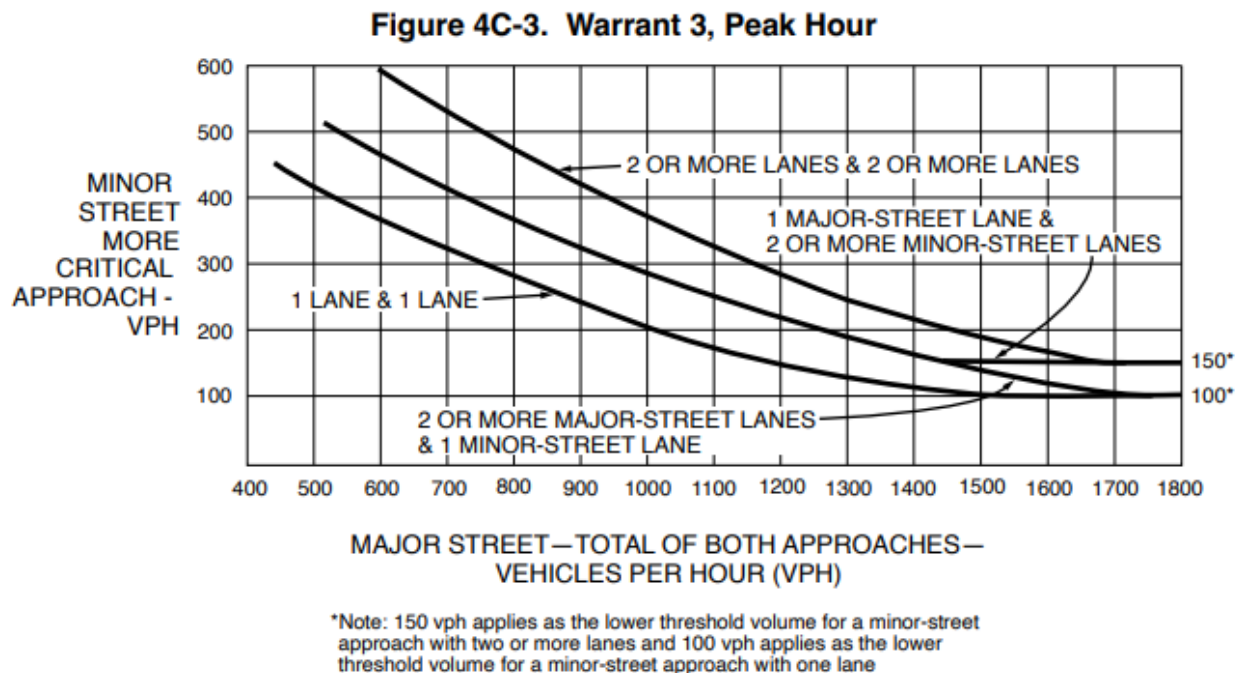
	Market St	Broadway St	Market St	I St	Market St	H St	Market St	G St	Market St	F St	1st St	F St	Market St	K St	1st St	Broadway St
	Major	Minor	Major	Minor	Major	Minor	Major	Minor	Major	Minor	Major	Minor	Major	Minor	Major	Minor
1-2pm	365	202	410	48	475	82	369	210	619	128	329	197	351	139	497	217
2-3pm	347	195	381	47	450	74	347	225	616	135	322	193	338	134	474	210
3-4pm	344	209	380	51	457	86	350	239	626	151	335	200	334	129	500	215
4-5pm	350	199	383	63	472	92	371	270	655	150	354	199	330	123	536	208

3.3 Warrant 3. Peak Hour

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 1. The total stopped-time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach, and
 2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the more critical minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.



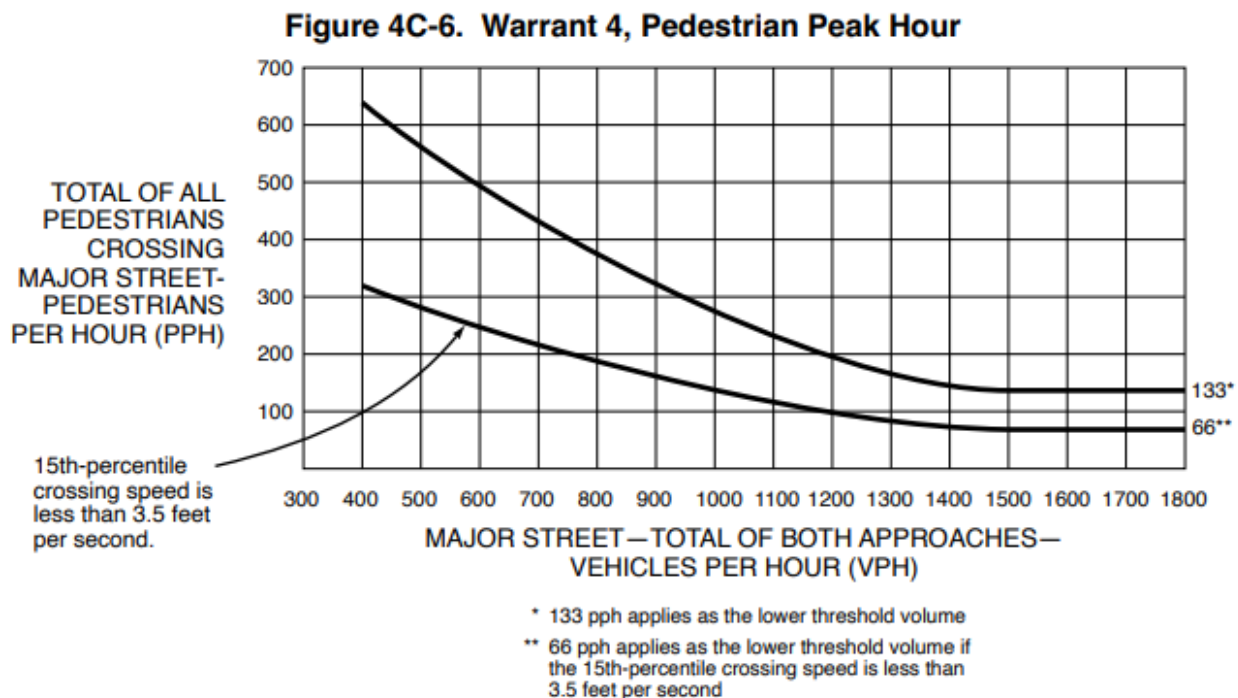
SOURCE: MUTCD 11th Edition Chapter 4C. Traffic Control Signal Needs Studies. Figure 4C-3 Warrant 3, Peak Hour

There are no data indicating a sudden increase in minor street traffic at any of the intersections. None of the conditions above are met, except for Condition 2 in Category A. As shown in **Table 3** above, the vehicles per hour (VPH) on the major street and the corresponding VPH on the minor street for any 1-hour period do not exceed the applicable curve in Figure 4C-3.

3.4 Warrant 4. Pedestrian Volume

The need for a traffic control signal at an intersection or midblock crossing should be considered if an engineering study finds that one of the following criteria is met:

- A. *For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or*
- B. *For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-6.*



SOURCE: MUTCD 11th Edition Chapter 4C. Traffic Control Signal Needs Studies. Figure 4C-5 Warrant 4, Pedestrian Four-Hour Volume

As shown in **Table 4** below, the total pedestrian volume on the major streets is insufficient to satisfy Warrant 4.

TABLE 4: PEDESTRIAN VOLUME SUMMARY

	Broadway & Market		I & Market		H & Market		G & Market		F & Market		F & 1st		K & 1st		Broadway & 1st	
	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West
1-2PM	2	2	10	2	2	1	2	7	1	1	3	2	2	2	1	3
2-3PM	6	2	8	7	2	3	4	13	4	1	8	2	4	1	2	5
3-4PM	0	3	9	0	4	7	7	4	5	4	6	4	0	3	1	2
4-5PM	5	3	7	11	6	0	10	9	3	3	5	8	2	0	2	1

3.5 Warrant 5. School Crossing

The need for a traffic control signal should be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of schoolchildren at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period and there are a minimum of 20 schoolchildren during the highest crossing hour.

Before a decision is made to install a traffic control signal, consideration should be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.

The School Crossing signal warrant should not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

There are three schools within two blocks of the studied intersections: McDermoth Elementary School, St. Mary School, and Aberdeen High School. Although there are some school-related pedestrian crossings at these intersections, they are minimal and do not meet the MUTCD threshold of 20 schoolchildren during the peak crossing hour. Therefore, warrant 5 does not need to be further assessed.

3.6 Warrant 6. Coordinated Signal System

The need for a traffic control signal should be considered if an engineering study finds that one of the following criteria is met:

- A. *On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.*
- B. *On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.*

Market Street does not satisfy the conditions in either Option A or Option B. Based on the volume and context of the corridor, a coordinated signalized system is not needed for the progressive movement of vehicles through the study area.

3.7 Warrant 7. Crash Experience

The need for a traffic control signal should be considered if an engineering study finds that all of the following criteria are met:

- A. *Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and*
- B. *At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):*
 - 1. *The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total angle crashes and pedestrian crashes (all severities); or*
 - 2. *The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 4C-2 for total fatal-and-injury angle crashes and pedestrian crashes; or*
 - 3. *The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total angle crashes and pedestrian crashes (all severities); or*
 - 4. *The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 4C-3 for total fatal-and-injury angle crashes and pedestrian crashes; and*
- C. *For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major street and the more critical minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant (see Section 4C.05).*

Table 4C-2. Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

Table 4C-3. Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities) ^a		Total of fatal-and-injury angle and pedestrian crashes ^a	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	6	5	4	4
2 or more	2 or more	6	5	4	4
1	2 or more	6	5	4	4

^a Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

While the use of warrant 7 is not directly applicable to the removal of a signal as the crashes occurred while the signal was in place, the crash history of the intersection should be considered as part of a comprehensive review. This study reviewed crash data for a three-year period from August 22nd, 2021, to August 22nd, 2024, for all the intersections. Of the 45 total crashes recorded at the study intersection, 32 of them involve angle and pedestrian crashes as shown below in **Table 5**. The remaining 13 crashes were rear-end and other various types, which are not angle- or pedestrian-related and therefore are not considered under MUTCD Warrant 7.

TABLE 5: THREE-YEAR CRASH SUMMARY

Crash Summary	Markert & K	Markert & Broadway	Markert & I	Markert & H	Markert & G	Markert & F	1st & Broadway	1st & F	Sum
Angle Crash	3	4	2	6	7	3	0	5	30
Pedestrian Related					1		1		2
Sum	3	4	2	6	8	3	1	5	32

The Market Street & G Street intersection had 8 crashes, and the Market Street & H Street intersection had 6 crashes during the three-year period, meeting the minimum number of reported crashes. These two intersections present a risk based on the recorded crashes, which are typical for signalized intersections. Although it is impossible to predict safety performance with signals removed beforehand, we evaluated typical risks that may contribute to crashes under alternative traffic control strategies, such as sight triangles and obstructions, which are discussed later in the report. While signal removal is uncommon, the FHWA's Signalized Intersections: An Informational Guide (FHWA-SA-13-027), section 9.6.2, reported improved safety outcomes when converting a signalized intersection to an all-way stop at intersections with low-volume, low-speed and in an urban environment, based on a specific case study.

3.8 Warrant 8. Roadway Network

The need for a traffic control signal should be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:

- A. *The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or*
- B. *The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).*

A major route as used in this signal warrant should have at least one of the following characteristics:

- A. *It is part of the street or highway system that serves as the principal roadway network for through traffic flow.*
- B. *It includes rural or suburban highways outside, entering, or traversing a city; or.*
- C. *It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.*

Based on the criteria provided, warrant 8 is not applicable.

3.9 Warrant 9. Intersection Near a Grade Crossing

The Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity of a grade crossing on an approach controlled by a STOP or YIELD sign at a highway-highway intersection is the principal reason to consider installing a traffic control signal.

Warrant 9 is not applicable.

4.0 Conclusion and Recommendations

Based on the new data collected in 2021, 2024, and historic counts from the City of Aberdeen, the study team's recommendations are as follows:

- Market Street & K Street – Remove signal and change to 2-way Stop
- Market Street & Broadway Street – Keep existing signal
- Market Street & I Street – Remove signal and change to 2-way Stop
- Market Street & H Street – Remove signal and change to All-way Stop
- Market Street & G Street – Remove signal and change to All-way Stop
- Market Street & F Street – Roundabout Already implemented
- 1st Street & Broadway Street – Keep existing signal
- 1st Street & F Street – Remove signal and change to All-way Stop

The team recommends free flow on Market Street except at the intersections with Broadway Street, G street, and H Street to enhance safety, maintain a desirable Level of Service (LOS) for potential future traffic growth and to account for Stopping Sight Distance (SSD) restrictions.

Figure 4 below illustrates the recommendations and the LOS of the proposed control methods for the studied intersections.

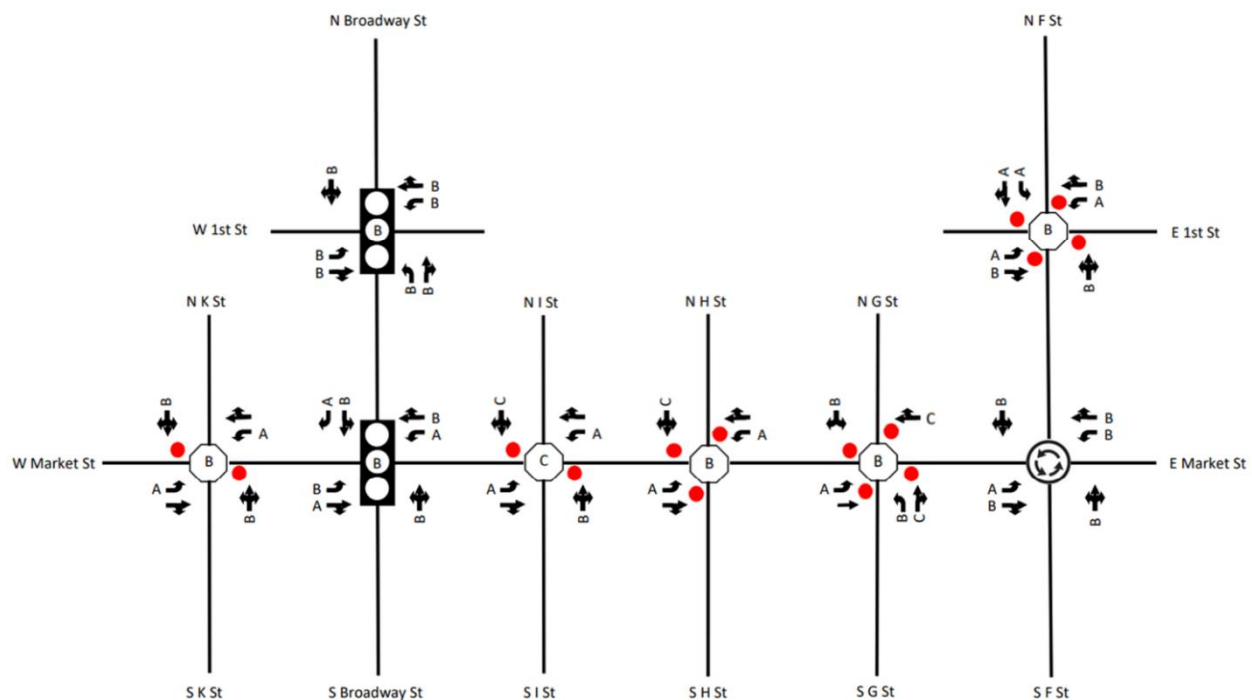


FIGURE 4: PROPOSED CONTROL METHODS AND LOS

While it is important to verify that the applicable MUTCD warrants are not met to justify the removal of signals, it is also crucial to ensure that Level of Service (LOS) standards are maintained both now and into the foreseeable future. The City of Aberdeen's minimum standard is LOS D, based on WSDOT standards for city arterial streets.

Figure 4 above shows that the recommended changes to the traffic control strategy will result in LOS values above the minimum standard. However, as the area grows and traffic increases, the effectiveness of these traffic control measures may diminish. To better understand when a potential point of failure could occur, we conducted a sensitivity analysis of the intersection LOS for certain future years, assuming a 2% per year annual growth rate, which is considered a conservative estimate for this exercise.

The results of this sensitivity analysis are shown below in **Table 6**. The intersections do not fall below the minimum LOS until 2033, with the majority extending out much further. The estimated time periods when LOS is anticipated to fall below LOS D is highlighted in orange in the table. H Street and Market Street intersection is estimated to approach congested

conditions the soonest out of the study intersections. Market Street and G Street and Market Street and H Street intersections are listed in **Table 6** as a two-way stop control, as it is expected to perform worse than the recommended all-way stop control. To be conservative, we have presented the two-way stop control in this table. Additionally, it shows that a side street stop control configuration would operate sufficiently if desired to change to maintain free flow along Market in the future.

TABLE 6: LOS PROGRESSION

	Control Type	2021	2024	2027	2028	2033	2034	2040	2041	2045	2046	2047
Market St & K St	TWSC	B	B	B	B	C	C	C	C	C	C	D
Market St & Broadway St	Signal	B	B	B	B	B	B	B	B	B	B	B
Market St & I St	TWSC	C	C	C	C	C	C	C	D	D	D	E
Market St & H St	TWSC	C	C	C	D	E	E	F	F	F	F	F
Market St & G St	TWSC	C	C	C	C	C	D	E	E	F	F	F
Market St & F St	Roundabout	B*	A	A	A	A	A	A	A	A	A	A
1st St & Broadway St	Signal	B	B	B	B	B	B	B	B	C	C	C
1st St & F St	AWSC	B	B	B	B	B	B	C	C	C	D	D

* Market St & F St intersection was signalized in 2021.

The queuing condition between Market Street and 1st Street along F Street under all-way stop controlled condition was also analyzed using Synchro 11. In 2024, there are typically 1 to 3 vehicles queued along the 300-foot stretch of road between Market Street and 1st Street. Assuming a 2% annual growth rate, the number of vehicles queued on 1st Street from the Market Street roundabout could increase to 10 vehicles during the horizon year. Based on the average length of 25 feet for passenger vehicles, this queue length is still acceptable along the 300-foot stretch, queue spilling back into the roundabout is not anticipated.

4.1 Stopping Sight Distance (SSD)

Based on the Federal Highway Administration Manual (2009), the minimum SSD required is 155 feet for 2-way stop-controlled intersections with a speed limit of 25 mph. The driver's eye is measured 14 feet from the edge of the major street. All SSD values shown in the figures below are calculated using FHWA standards.

4.1.1 Market Street & K Street:

Figure 5 below illustrates the SSD needed for K Street traffic. This intersection has very minor traffic flow and no intersection-related crashes in the past three years. While there were insufficient data for Warrant 1, the available data for Warrants 2 and 3 suggest that Market Street and K Street are not expected to satisfy Warrant 1. The current and proposed conditions do not satisfy or apply to Warrants 2 through 9. Currently, this intersection operates at LOS A. A two-way stop is recommended for this intersection, which will allow free flow on Market Street while slightly increasing minor street delay to result in LOS B. To ensure sufficient SSD, the team also recommends implementing "No Parking" signs near the intersection, restricting parking for

25 feet in advance of the intersection or within the required sight triangles whichever is greater.

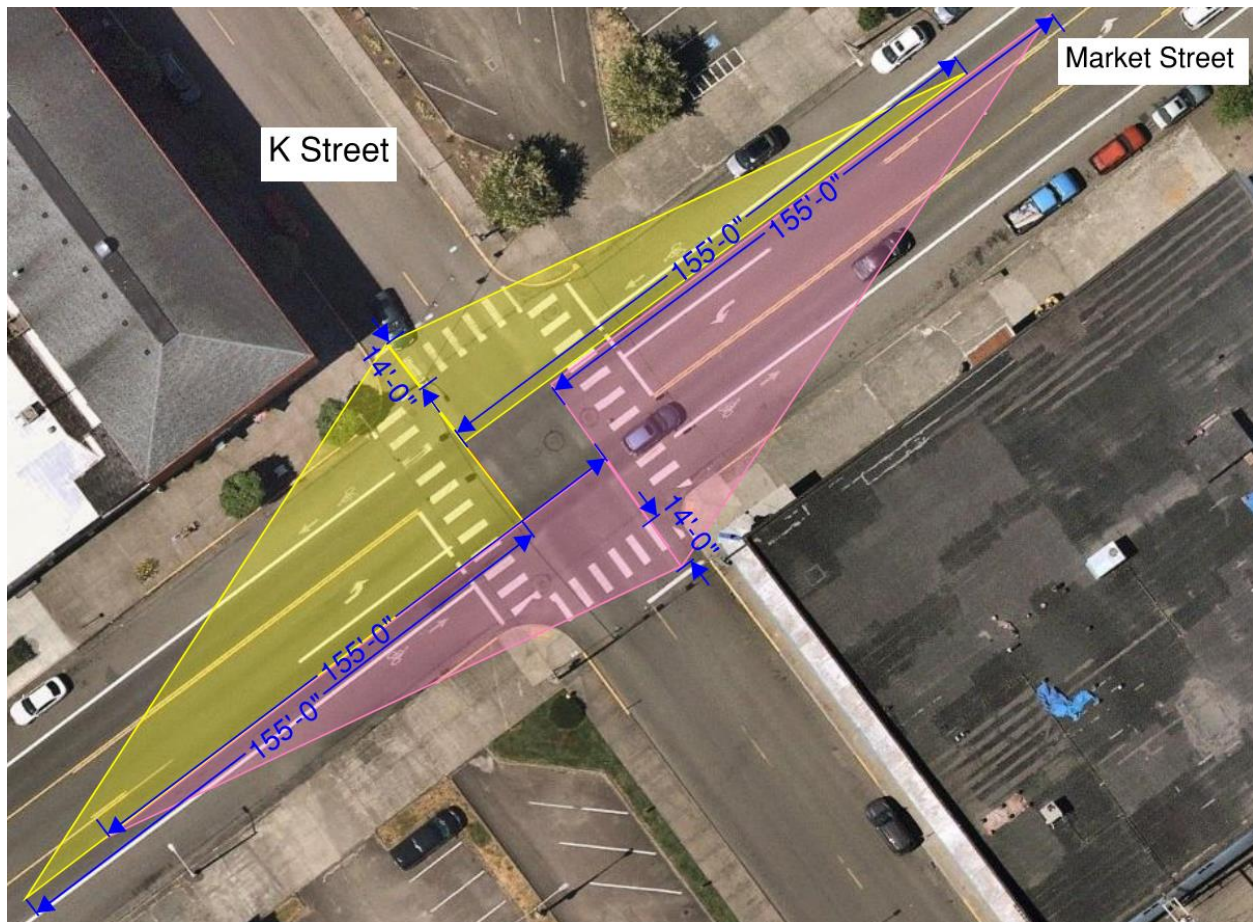


FIGURE 5: K STREET SSD

4.1.2 Market Street & Broadway Street:

Market Street and Broadway Street form a relatively large intersection compared to others in this study. Therefore, the team recommends keeping the existing traffic signals. However, Market Street and Broadway Street did not have sufficient data for Warrant 1, and it does not satisfy or apply to Warrants 2 through 9. The current LOS is A, and it may change to B if the other intersections in this study are changed to stop control.

4.1.3 Market Street & I Street:

Figure 6 below illustrates the SSD needed for I Street traffic. This intersection has very minor traffic flow on I Street. The current and proposed conditions do not satisfy or apply to Warrants 1 through 9. Currently, this intersection operates at LOS C. A two-way stop is recommended for this intersection to allow free flow on Market Street while slightly increasing minor street delay to LOS C. However, due to the minimal traffic approaching the intersection, this change is

unlikely to significantly affect most road users. To ensure sufficient SSD, the team also recommends implementing "No Parking" signs near the intersection, restricting parking for 25 feet in advance of the intersection or within the required sight triangles whichever is greater.

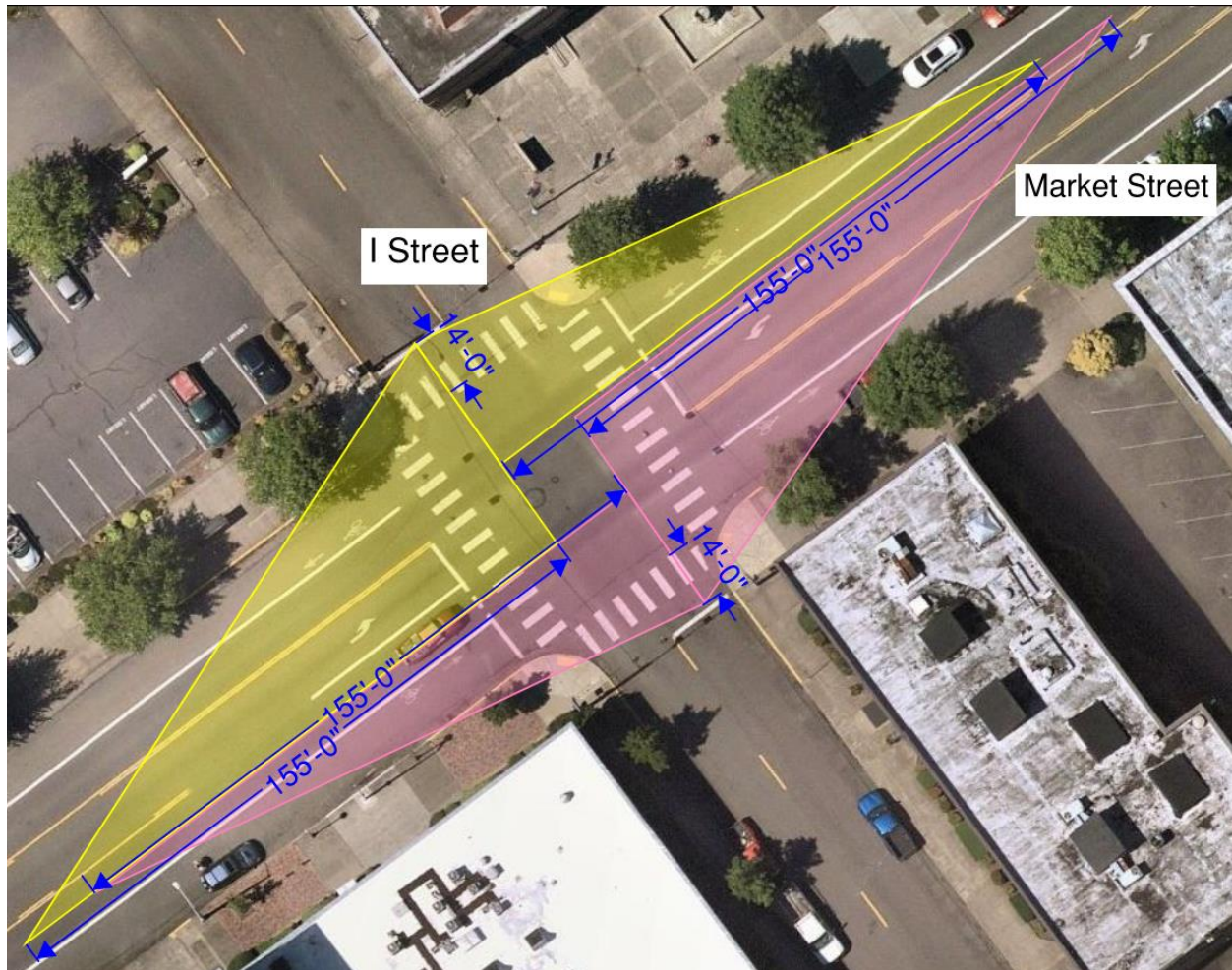


FIGURE 6: I STREET SSD

4.1.4 Market Street & H Street:

Figure 7 below illustrates the SSD needed for H Street traffic. H Street is a one-way southbound street south of Market Street. The current and proposed conditions do not satisfy or apply to Warrants 1 through 9. Currently, this intersection operates at LOS C. A one-way stop will allow free flow on Market Street while slightly increasing minor street delay to LOS C. However, due to the crash history at this location, conversion to an all-way stop would be a more conservative treatment and is recommended for this location. An all-way stop is anticipated to operate at a LOS of B overall with most delayed approaches being the SB and WB with both anticipated to have an LOS B. To ensure sufficient SSD, the team also recommends implementing "No Parking" signs near the intersection, restricting parking for 25 feet in advance of the intersection or within the required sight triangles whichever is greater.

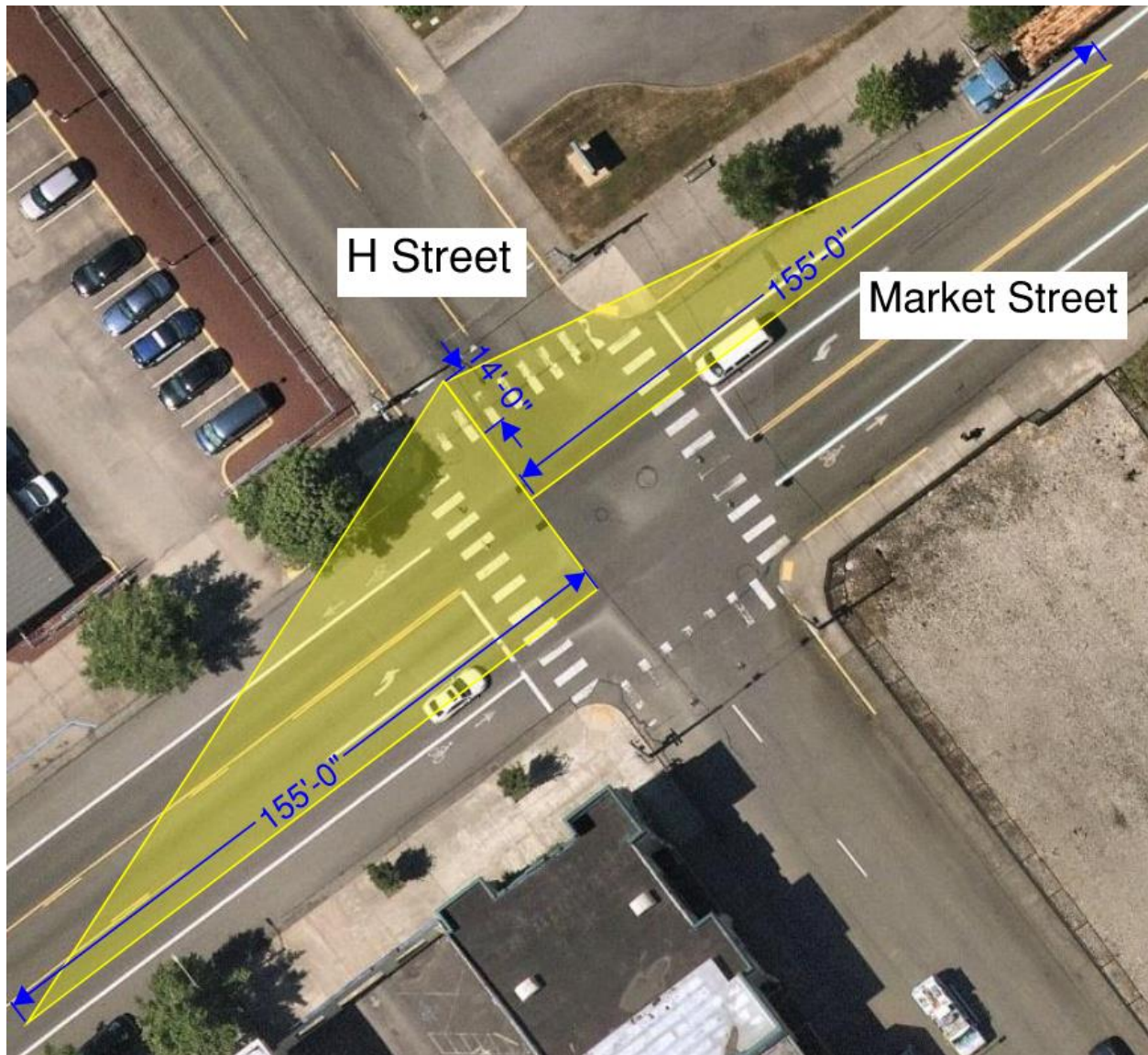


FIGURE 7: H STREET SSD

4.1.5 Market Street & G Street:

Figure 8 below illustrates the SSD needed for G Street traffic. G Street is a one-way northbound street south of Market Street. The current and proposed conditions do not satisfy or apply to Warrants 2 through 9. This intersection does not satisfy Warrant 1, as the major street does not have sufficient volume, although there is sufficient volume on the minor street. Currently, this intersection operates at LOS C. A two-way stop condition would allow free flow on Market Street while slightly increasing minor street delay to LOS C. However, due to the crash history at this location, conversion to an all-way stop would be more conservative treatment and is recommended for this location. An all-way stop is anticipated to operate at a LOS of B overall with an LOS of C for the WB approach. The distance between the intersection of G Street and F

Street / Fuller Street is short, only 285 feet, so vehicle queuing during peak traffic is a concern. Based on our analysis the queue is not to extend more than 3 cars during the PM peak period for the 2024 condition. Based on the analysis for the horizon year using a 2% growth rate, the queuing is anticipated to extend for 15 cars during the PM peak period which would extend through the roundabout blocking it. Continued monitoring is recommended following the signal removal due to the high traffic volume on G Street and its accident history. To ensure sufficient SSD, the team also recommends implementing "No Parking" signs near the intersection, restricting parking for 25 feet in advance of the intersection or within the required sight triangles whichever is greater.

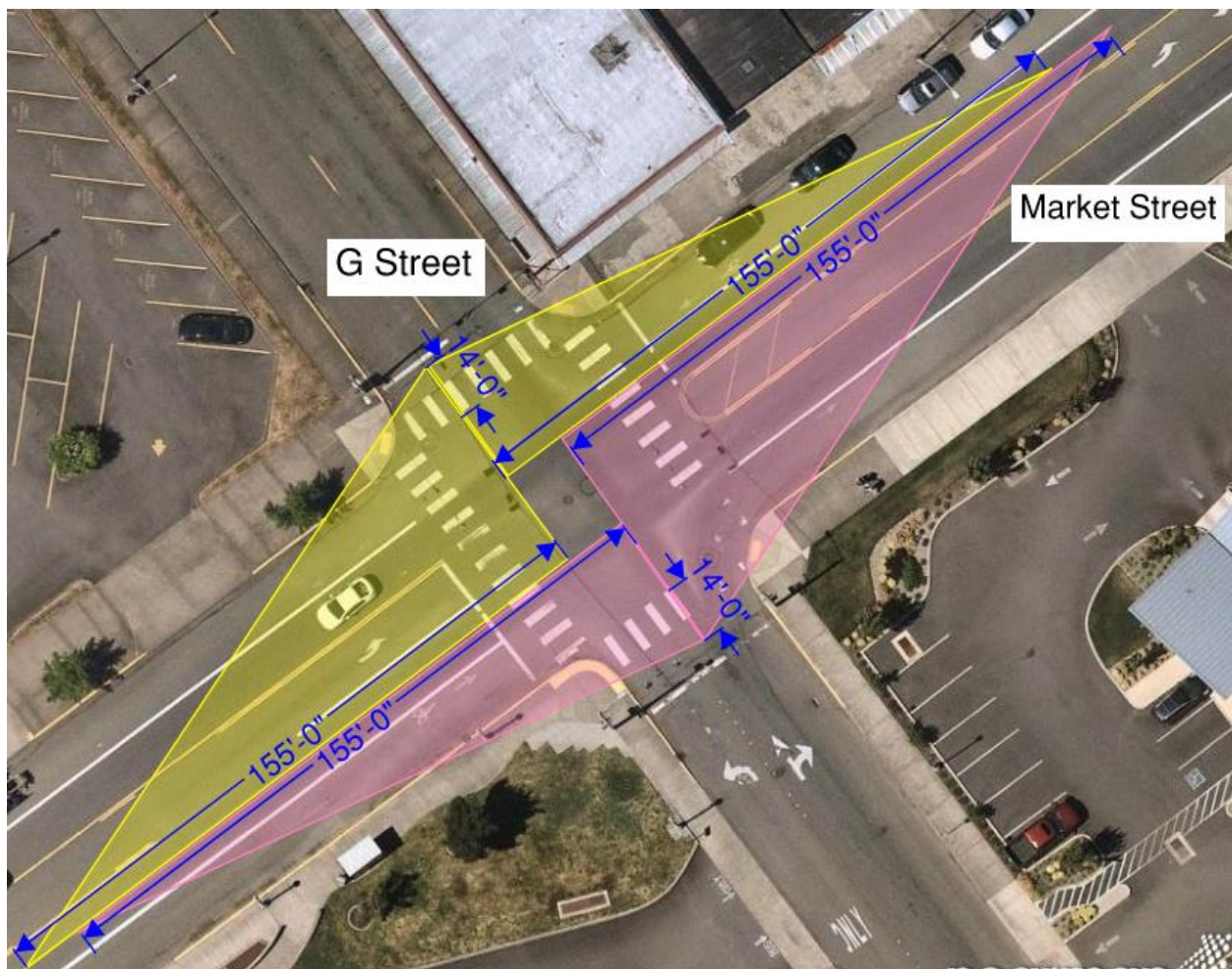


FIGURE 8: G STREET SSD

4.1.6 Market Street & F Street:

The intersection of Market Street and F Street is relatively large compared to other intersections in this study area. This intersection was converted into a roundabout in 2022 and is not considered as part of this effort, but it is noted for consideration as part of the downtown network.

4.1.7 1st Street & F Street:

Figure 9 and **Figure 10** below illustrate the SSD needed for 1st Street and F Street traffic. The intersection of 1st Street and F Street is relatively large, which the F Street width on North-South is 8-10 ft wider compared to others in this study. However, there is not enough volume to justify keeping the existing traffic signal. The current and future conditions do not satisfy or apply to Warrants 1 through 9. The current LOS is B and will remain at B. The queues along F Street were analyzed using Synchro 11 to verify that the stop control configuration does not result in excessive queuing. Based on the analysis a typical queue of only 1 to 3 vehicles is anticipated within the 300 foot segment from Market Street to 1st Street, which would not result in queue spilling back and blocking the roundabout at E Market Street and S F Street. Therefore, an all-way stop is recommended for this intersection due to the limited SSD. To ensure sufficient SSD, the team also recommends implementing "No Parking" signs near the intersection, restricting parking for 25 feet in advance of the intersection or within the required sight triangles whichever is greater.

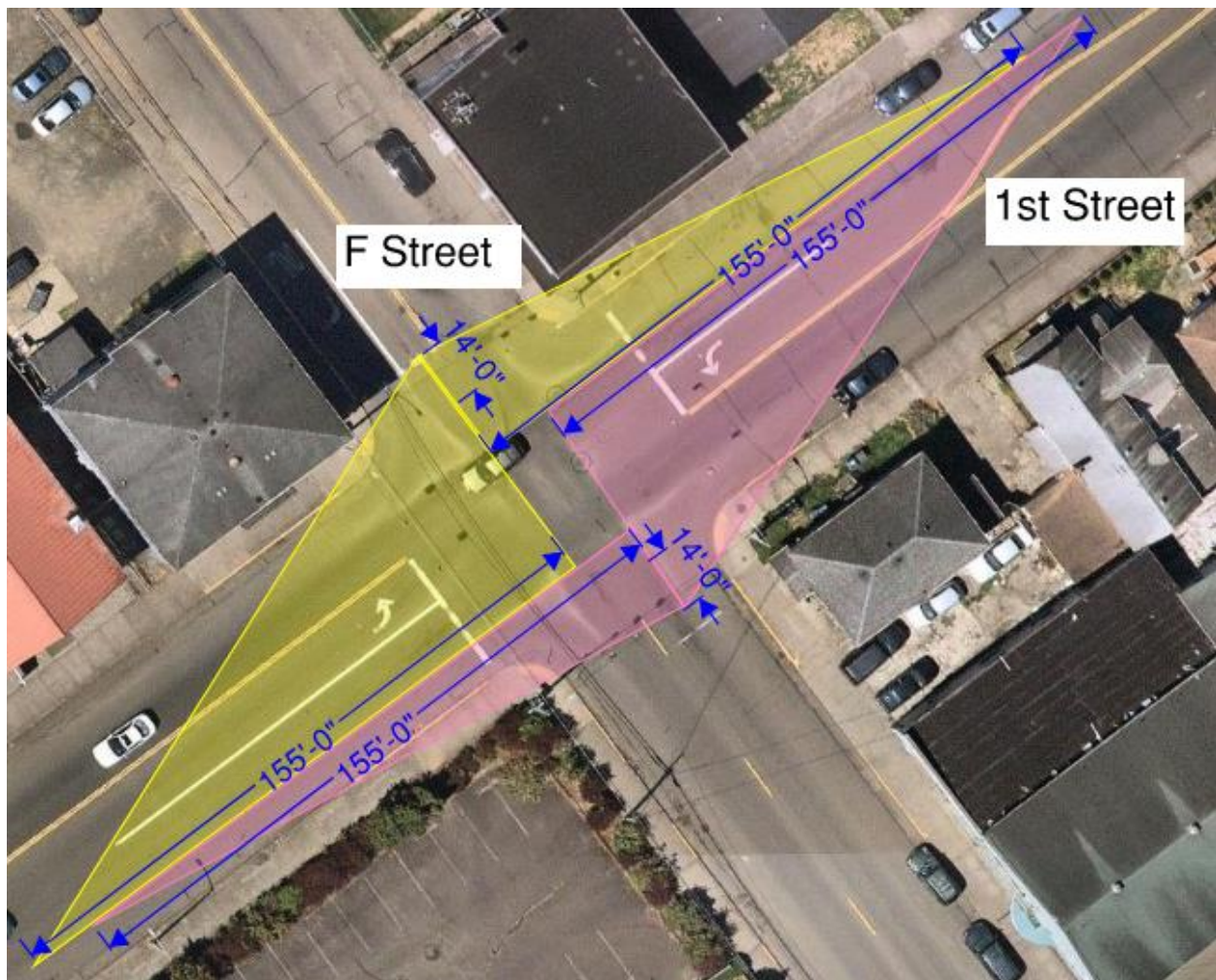


FIGURE 9: F STREET SSD.

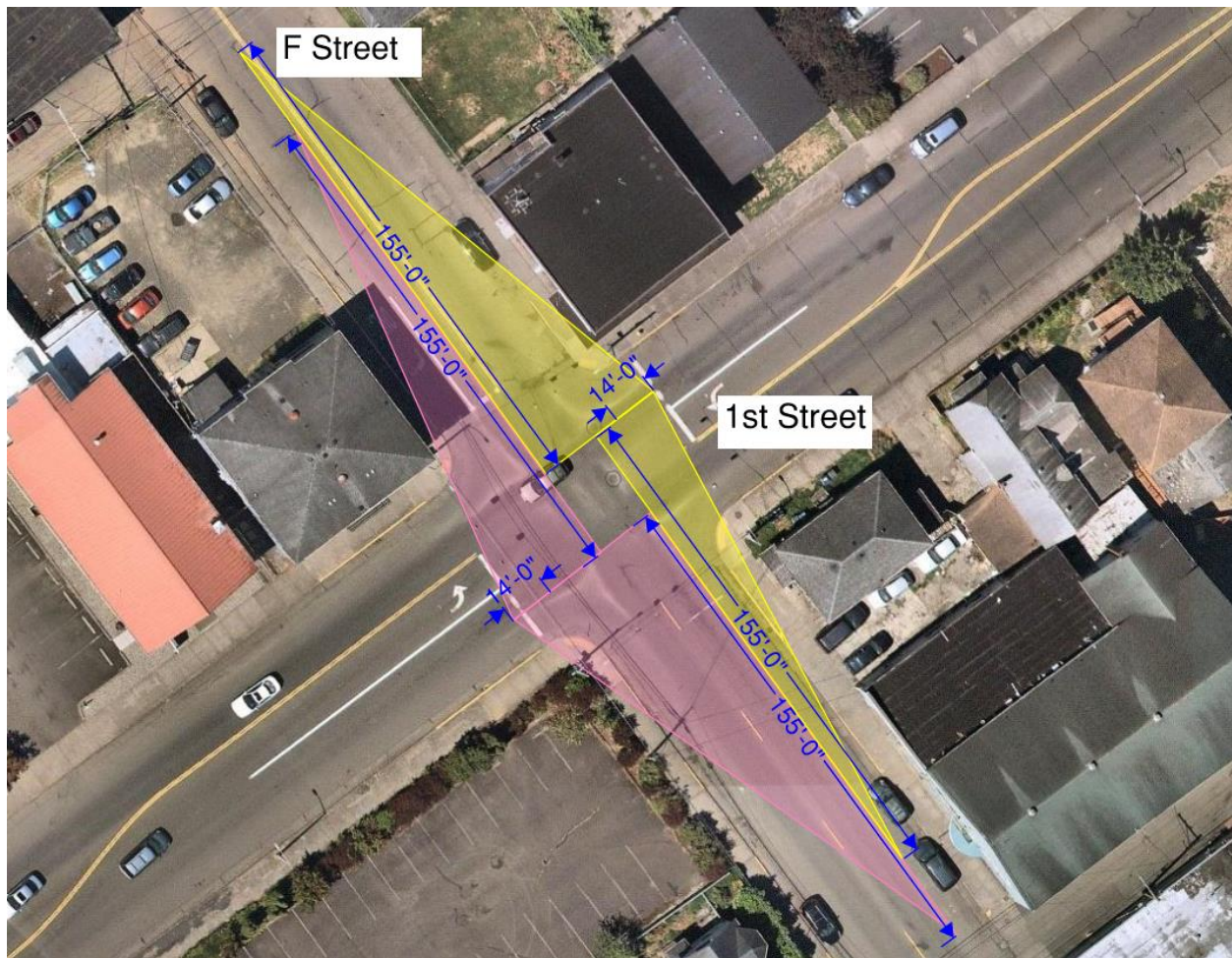


FIGURE 10: 1ST STREET SSD

4.1.8 1st Street & Broadway Street:

The intersection of 1st Street and Broadway Street is relatively large compared to other intersections in this study. As such, the team recommends keeping the existing traffic signal. However, 1st Street and Broadway Street did not have sufficient data for Warrant 1, and it does not satisfy or apply to Warrants 2 through 9. The current LOS is B and will remain at B if the other intersections in this study are changed to stop control. The signal timing for this intersection should be set as to work in complementary to other signalized intersections along Broadway Street. If excessive queuing between signalized intersections occurs in the future, consider providing coordinated signal timing with other signals along Broadway Street to ensure reasonable vehicle platooning.

4.2 Proposed Traffic Control Transition

The study recommends following the MUTCD guidelines on transitioning from traffic signals to stop control. The city should adhere to the steps outlined below:

1. *Inform the public of the removal study, for example by installing an informational sign (or signs) with the legend TRAFFIC SIGNAL UNDER STUDY FOR REMOVAL at the signalized location in a position where it is visible to all road users.*
2. *Flash or cover the signal heads for a minimum of 90 days and install the appropriate stop control or other traffic control devices.*
3. *Instead of total removal of the traffic control signal, the poles and cables may remain in place after removal of the signal heads for continued analysis.*

Appendix

- Appendix A1 – Synchro Report AWSC at H and G
- Appendix A2 – Synchro Report – TWSC at H and G
- Appendix B – Crash Data
- Appendix C – Traffic Count Data

Appendix A1: Synchro LOS Report AWSC at H Street and G Street Intersections

Intersection												
Intersection Delay, s/veh	11.4											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	112	35	103	249	28	0	0	0	8	136	10
Future Vol, veh/h	9	112	35	103	249	28	0	0	0	8	136	10
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.92	0.92	0.92	0.68	0.68	0.68
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	5	5	5
Mvmt Flow	9	118	37	121	293	33	0	0	0	12	200	15
Number of Lanes	1	1	0	1	1	0	0	0	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.9	12.1	11.2
HCM LOS	A	B	B

Lane	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	5%
Vol Thru, %	0%	76%	0%	90%	88%
Vol Right, %	0%	24%	0%	10%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	147	103	277	154
LT Vol	9	0	103	0	8
Through Vol	0	112	0	249	136
RT Vol	0	35	0	28	10
Lane Flow Rate	9	155	121	326	226
Geometry Grp	7	7	7	7	2
Degree of Util (X)	0.016	0.236	0.197	0.477	0.338
Departure Headway (Hd)	6.166	5.492	5.848	5.272	5.373
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	575	647	610	678	664
Service Time	3.966	3.29	3.628	3.052	3.448
HCM Lane V/C Ratio	0.016	0.24	0.198	0.481	0.34
HCM Control Delay	9.1	10	10.1	12.8	11.2
HCM Lane LOS	A	A	B	B	B
HCM 95th-tile Q	0	0.9	0.7	2.6	1.5

HCM 6th AWSC
4: S G St/N G St & E Market St

10/10/2024

Intersection												
Intersection Delay, s/veh	13.8											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	116	0	0	292	12	73	134	103	10	0	8
Future Vol, veh/h	5	116	0	0	292	12	73	134	103	10	0	8
Peak Hour Factor	0.98	0.98	0.98	0.95	0.95	0.95	0.72	0.72	0.72	0.64	0.64	0.64
Heavy Vehicles, %	3	3	3	1	1	1	6	6	6	0	0	0
Mvmt Flow	5	118	0	0	307	13	101	186	143	16	0	13
Number of Lanes	1	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	10.8	15.6	13.6	9.9
HCM LOS	B	C	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	56%
Vol Thru, %	0%	57%	0%	100%	96%	0%
Vol Right, %	0%	43%	0%	0%	4%	44%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	237	5	116	304	18
LT Vol	73	0	5	0	0	10
Through Vol	0	134	0	116	292	0
RT Vol	0	103	0	0	12	8
Lane Flow Rate	101	329	5	118	320	28
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.183	0.521	0.01	0.21	0.532	0.05
Departure Headway (Hd)	6.515	5.701	6.88	6.372	5.986	6.462
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	552	632	520	563	605	553
Service Time	4.248	3.434	4.62	4.112	4.016	4.515
HCM Lane V/C Ratio	0.183	0.521	0.01	0.21	0.529	0.051
HCM Control Delay	10.7	14.5	9.7	10.8	15.6	9.9
HCM Lane LOS	B	B	A	B	C	A
HCM 95th-tile Q	0.7	3	0	0.8	3.1	0.2

Appendix A2: Synchro LOS Report TWSC at H Street and G Street Intersections

HCM 6th AWSC
6: N F St & E 1st St/E 1st St

10/10/2024

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	178	64	19	167	15	113	89	9	3	48	54
Future Vol, veh/h	48	178	64	19	167	15	113	89	9	3	48	54
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	1	1	1	0	0	0	1	1	1
Mvmt Flow	51	187	67	20	180	16	131	103	10	3	56	63
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	12.2	11.6	14	9.6
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	54%	100%	0%	100%	0%	6%	0%
Vol Thru, %	42%	0%	74%	0%	92%	94%	0%
Vol Right, %	4%	0%	26%	0%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	211	48	242	19	182	51	54
LT Vol	113	48	0	19	0	3	0
Through Vol	89	0	178	0	167	48	0
RT Vol	9	0	64	0	15	0	54
Lane Flow Rate	245	51	255	20	196	59	63
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.428	0.092	0.413	0.038	0.331	0.107	0.1
Departure Headway (Hd)	6.287	6.538	5.843	6.646	6.08	6.497	5.756
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	572	548	616	538	591	550	620
Service Time	4.335	4.283	3.588	4.395	3.828	4.255	3.514
HCM Lane V/C Ratio	0.428	0.093	0.414	0.037	0.332	0.107	0.102
HCM Control Delay	14	9.9	12.7	9.7	11.8	10	9.2
HCM Lane LOS	B	A	B	A	B	A	A
HCM 95th-tile Q	2.1	0.3	2	0.1	1.4	0.4	0.3

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	141	13	12	230	18	9	30	6	5	33	5
Future Vol, veh/h	17	141	13	12	230	18	9	30	6	5	33	5
Conflicting Peds, #/hr	0	0	14	10	0	5	4	0	15	5	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	81	81	81	66	66	66	47	47	47
Heavy Vehicles, %	3	3	3	2	2	2	0	0	0	0	0	0
Mvmt Flow	19	155	14	15	284	22	14	45	9	11	70	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	0	183	0	0	584	555	191	572	551	304
Stage 1	-	-	-	-	-	-	214	214	-	330	330	-
Stage 2	-	-	-	-	-	-	370	341	-	242	221	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1244	-	-	1392	-	-	426	443	856	434	445	740
Stage 1	-	-	-	-	-	-	793	729	-	687	649	-
Stage 2	-	-	-	-	-	-	654	642	-	766	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1238	-	-	1373	-	-	354	424	833	379	426	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	424	-	379	426	-
Stage 1	-	-	-	-	-	-	771	709	-	673	639	-
Stage 2	-	-	-	-	-	-	565	632	-	688	704	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.4			14.8			15.3		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	435	1238	-	-	1373	-	-	441				
HCM Lane V/C Ratio	0.157	0.015	-	-	0.011	-	-	0.207				
HCM Control Delay (s)	14.8	8	-	-	7.7	-	-	15.3				
HCM Lane LOS	B	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.8				

HCM 6th TWSC
7: S K St/N K St & W Market St

10/10/2024

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	124	10	14	209	12	6	29	19	17	50	39
Future Vol, veh/h	5	124	10	14	209	12	6	29	19	17	50	39
Conflicting Peds, #/hr	3	0	6	5	0	3	1	0	5	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	93	93	93	68	68	68	83	83	83
Heavy Vehicles, %	2	2	2	0	0	0	4	4	4	2	2	2
Mvmt Flow	5	136	11	15	225	13	9	43	28	20	60	47
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	241	0	0	153	0	0	477	429	153	457	428	239
Stage 1	-	-	-	-	-	-	158	158	-	265	265	-
Stage 2	-	-	-	-	-	-	319	271	-	192	163	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1326	-	-	1440	-	-	495	515	888	514	519	800
Stage 1	-	-	-	-	-	-	840	763	-	740	689	-
Stage 2	-	-	-	-	-	-	688	682	-	810	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1322	-	-	1432	-	-	415	503	879	457	507	795
Mov Cap-2 Maneuver	-	-	-	-	-	-	415	503	-	457	507	-
Stage 1	-	-	-	-	-	-	832	755	-	735	680	-
Stage 2	-	-	-	-	-	-	582	673	-	734	755	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.4			12.2			13.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	576	1322	-	-	1432	-	-	573				
HCM Lane V/C Ratio	0.138	0.004	-	-	0.011	-	-	0.223				
HCM Control Delay (s)	12.2	7.7	-	-	7.5	-	-	13.1				
HCM Lane LOS	B	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.8				

HCM 6th Roundabout
5: S F St/N F St & E Market St

10/10/2024

Intersection				
Intersection Delay, s/veh	9.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	279	390	66	167
Demand Flow Rate, veh/h	281	394	66	171
Vehicles Circulating, veh/h	387	498	292	619
Vehicles Exiting, veh/h	403	333	376	273
Ped Vol Crossing Leg, #/h	8	6	7	11
Ped Cap Adj	0.999	0.999	0.999	0.998
Approach Delay, s/veh	7.1	10.7	4.1	7.7
Approach LOS	A	B	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	281	394	66	171
Cap Entry Lane, veh/h	930	830	1024	734
Entry HV Adj Factor	0.992	0.990	1.000	0.973
Flow Entry, veh/h	279	390	66	166
Cap Entry, veh/h	921	821	1023	713
V/C Ratio	0.303	0.475	0.064	0.233
Control Delay, s/veh	7.1	10.7	4.1	7.7
LOS	A	B	A	A
95th %tile Queue, veh	1	3	0	1

Intersection

Intersection Delay, s/veh

Intersection LOS

Approach	NW
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Entry Lanes	1
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Conflicting Circle Lanes	1
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Adj Approach Flow, veh/h	464
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Demand Flow Rate, veh/h	473
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Vehicles Circulating, veh/h	358
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Vehicles Exiting, veh/h	0
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Ped Vol Crossing Leg, #/h	0
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Ped Cap Adj	1.000
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Approach Delay, s/veh	10.0
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Approach LOS	A
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Lane	Left
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Designated Moves	LR
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Assumed Moves	LR
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RT Channelized

Lane Util	1.000
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Follow-Up Headway, s	2.609
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Critical Headway, s	4.976
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Entry Flow, veh/h	473
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Cap Entry Lane, veh/h	958
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Entry HV Adj Factor	0.980
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Flow Entry, veh/h	464
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Cap Entry, veh/h	939
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V/C Ratio	0.494
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Control Delay, s/veh	10.0
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LOS	A
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95th %tile Queue, veh	3
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HCM 6th Signalized Intersection Summary

1: S Broadway St/N Broadway St & W Market St/E Market St

10/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	149	12	13	189	28	9	64	16	14	129	25
Future Volume (veh/h)	17	149	12	13	189	28	9	64	16	14	129	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	19	166	13	15	222	33	10	73	18	19	177	34
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.88	0.88	0.88	0.73	0.73	0.73
Percent Heavy Veh, %	4	4	4	2	2	2	0	0	0	1	1	1
Cap, veh/h	517	724	57	587	684	102	106	549	125	106	696	621
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1105	1685	132	1204	1591	236	70	1409	321	70	1785	1591
Grp Volume(v), veh/h	19	0	179	15	0	255	101	0	0	196	0	34
Grp Sat Flow(s),veh/h/ln	1105	0	1817	1204	0	1827	1799	0	0	1855	0	1591
Q Serve(g_s), s	0.6	0.0	3.1	0.4	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	5.2	0.0	3.1	3.5	0.0	4.6	1.8	0.0	0.0	3.5	0.0	0.7
Prop In Lane	1.00		0.07	1.00		0.13	0.10		0.18	0.10		1.00
Lane Grp Cap(c), veh/h	517	0	781	587	0	786	781	0	0	802	0	621
V/C Ratio(X)	0.04	0.00	0.23	0.03	0.00	0.32	0.13	0.00	0.00	0.24	0.00	0.05
Avail Cap(c_a), veh/h	517	0	781	587	0	786	781	0	0	802	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	9.0	10.1	0.0	9.4	9.8	0.0	0.0	10.4	0.0	9.5
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.1	0.0	1.1	0.3	0.0	0.0	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.1	0.1	0.0	1.7	0.7	0.0	0.0	1.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	9.7	10.2	0.0	10.5	10.2	0.0	0.0	11.1	0.0	9.7
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h	198			270			101			230		
Approach Delay, s/veh	9.8			10.5			10.2			10.9		
Approach LOS	A			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	26.0			24.0			26.0			24.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	21.5			19.5			21.5			19.5		
Max Q Clear Time (g_c+I1), s	7.2			5.5			6.6			3.8		
Green Ext Time (p_c), s	0.8			1.0			1.3			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	10.4											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

8: N Broadway St & W 1st St/E 1st St

10/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	251	16	20	291	61	11	94	16	44	98	52
Future Volume (veh/h)	42	251	16	20	291	61	11	94	16	44	98	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1885	1885	1885	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	51	302	19	25	368	77	16	134	23	61	136	72
Peak Hour Factor	0.83	0.83	0.83	0.79	0.79	0.79	0.70	0.70	0.70	0.72	0.72	0.72
Percent Heavy Veh, %	4	4	4	1	1	1	4	4	4	4	4	4
Cap, veh/h	396	771	48	498	676	141	577	566	97	176	354	161
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	927	1713	108	1064	1502	314	1144	1529	262	237	956	436
Grp Volume(v), veh/h	51	0	321	25	0	445	16	0	157	269	0	0
Grp Sat Flow(s),veh/h/ln	927	0	1821	1064	0	1817	1144	0	1792	1629	0	0
Q Serve(g_s), s	2.1	0.0	5.9	0.8	0.0	8.9	0.0	0.0	3.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.0	0.0	5.9	6.7	0.0	8.9	0.4	0.0	3.0	5.7	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.17	1.00		0.15	0.23		0.27
Lane Grp Cap(c), veh/h	396	0	819	498	0	818	577	0	663	691	0	0
V/C Ratio(X)	0.13	0.00	0.39	0.05	0.00	0.54	0.03	0.00	0.24	0.39	0.00	0.00
Avail Cap(c_a), veh/h	396	0	819	498	0	818	577	0	663	691	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	9.2	11.4	0.0	10.0	10.1	0.0	10.9	11.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	1.4	0.2	0.0	2.6	0.1	0.0	0.8	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.2	0.2	0.0	3.4	0.1	0.0	1.2	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	10.6	11.6	0.0	12.6	10.1	0.0	11.7	13.4	0.0	0.0
LnGrp LOS	B	A	B	B	A	B	B	A	B	B	A	A
Approach Vol, veh/h	372			470			173			269		
Approach Delay, s/veh	11.2			12.6			11.6			13.4		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	27.0			23.0			27.0			23.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	22.5			18.5			22.5			18.5		
Max Q Clear Time (g_c+I1), s	13.0			7.7			10.9			5.0		
Green Ext Time (p_c), s	1.5			1.2			2.3			0.7		
Intersection Summary												
HCM 6th Ctrl Delay	12.2											
HCM 6th LOS	B											

HCM 6th AWSC
6: N F St & E 1st St/E 1st St

10/10/2024

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	178	64	19	167	15	113	89	9	3	48	54
Future Vol, veh/h	48	178	64	19	167	15	113	89	9	3	48	54
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	1	1	1	0	0	0	1	1	1
Mvmt Flow	51	187	67	20	180	16	131	103	10	3	56	63
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	12.2	11.6	14	9.6
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	54%	100%	0%	100%	0%	6%	0%
Vol Thru, %	42%	0%	74%	0%	92%	94%	0%
Vol Right, %	4%	0%	26%	0%	8%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	211	48	242	19	182	51	54
LT Vol	113	48	0	19	0	3	0
Through Vol	89	0	178	0	167	48	0
RT Vol	9	0	64	0	15	0	54
Lane Flow Rate	245	51	255	20	196	59	63
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.428	0.092	0.413	0.038	0.331	0.107	0.1
Departure Headway (Hd)	6.287	6.538	5.843	6.646	6.08	6.497	5.756
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	572	548	616	538	591	550	620
Service Time	4.335	4.283	3.588	4.395	3.828	4.255	3.514
HCM Lane V/C Ratio	0.428	0.093	0.414	0.037	0.332	0.107	0.102
HCM Control Delay	14	9.9	12.7	9.7	11.8	10	9.2
HCM Lane LOS	B	A	B	A	B	A	A
HCM 95th-tile Q	2.1	0.3	2	0.1	1.4	0.4	0.3

HCM 6th TWSC
2: S I St/N I St & E Market St

10/10/2024

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	141	13	12	230	18	9	30	6	5	33	5
Future Vol, veh/h	17	141	13	12	230	18	9	30	6	5	33	5
Conflicting Peds, #/hr	0	0	14	10	0	5	4	0	15	5	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	81	81	81	66	66	66	47	47	47
Heavy Vehicles, %	3	3	3	2	2	2	0	0	0	0	0	0
Mvmt Flow	19	155	14	15	284	22	14	45	9	11	70	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	0	183	0	0	584	555	191	572	551	304
Stage 1	-	-	-	-	-	-	214	214	-	330	330	-
Stage 2	-	-	-	-	-	-	370	341	-	242	221	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1244	-	-	1392	-	-	426	443	856	434	445	740
Stage 1	-	-	-	-	-	-	793	729	-	687	649	-
Stage 2	-	-	-	-	-	-	654	642	-	766	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1238	-	-	1373	-	-	354	424	833	379	426	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	424	-	379	426	-
Stage 1	-	-	-	-	-	-	771	709	-	673	639	-
Stage 2	-	-	-	-	-	-	565	632	-	688	704	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.4			14.8			15.3		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	435	1238	-	-	1373	-	-	441				
HCM Lane V/C Ratio	0.157	0.015	-	-	0.011	-	-	0.207				
HCM Control Delay (s)	14.8	8	-	-	7.7	-	-	15.3				
HCM Lane LOS	B	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.8				

HCM 6th TWSC
3: S H St/N H St & E Market St

10/10/2024

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	112	35	103	249	28	0	0	0	8	136	10
Future Vol, veh/h	9	112	35	103	249	28	0	0	0	8	136	10
Conflicting Peds, #/hr	3	0	10	7	0	6	0	0	0	3	0	6
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	1082748928	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	85	85	85	92	92	92	68	68	68
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	5	5	5
Mvmt Flow	9	118	37	121	293	33	0	0	0	12	200	15

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	332	0	0	165	0	0	716	741	322
Stage 1	-	-	-	-	-	-	558	558	-
Stage 2	-	-	-	-	-	-	158	183	-
Critical Hdwy	4.13	-	-	4.13	-	-	6.45	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	5.45	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.45	5.55	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.545	4.045	3.345
Pot Cap-1 Maneuver	1222	-	-	1407	-	-	392	341	712
Stage 1	-	-	-	-	-	-	567	507	-
Stage 2	-	-	-	-	-	-	863	743	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1215	-	-	1407	-	-	352	0	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	352	0	-
Stage 1	-	-	-	-	-	-	560	0	-
Stage 2	-	-	-	-	-	-	784	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	2.1	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1215	-	-	1407	-	-	487
HCM Lane V/C Ratio	0.008	-	-	0.086	-	-	0.465
HCM Control Delay (s)	8	-	-	7.8	-	-	18.7
HCM Lane LOS	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-	2.4

HCM 6th TWSC
4: S G St/N G St & E Market St

10/10/2024

Intersection													
Int Delay, s/veh	7.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	5	116	0	0	292	12	73	134	103	10	0	8	
Future Vol, veh/h	5	116	0	0	292	12	73	134	103	10	0	8	
Conflicting Peds, #/hr	3	0	0	0	0	7	12	0	9	4	0	15	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	150	-	-	-	-	-	0	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	98	98	98	95	95	95	72	72	72	64	64	64	
Heavy Vehicles, %	3	3	3	1	1	1	6	6	6	0	0	0	
Mvmt Flow	5	118	0	0	307	13	101	186	143	16	0	13	
Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	327	0	-	-	-	-	0	463	455	127	623	449	336
Stage 1	-	-	-	-	-	-	-	128	128	-	321	321	-
Stage 2	-	-	-	-	-	-	-	335	327	-	302	128	-
Critical Hdwy	4.13	-	-	-	-	-	-	7.16	6.56	6.26	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.16	5.56	-	6.1	5.5	-
Follow-up Hdwy	2.227	-	-	-	-	-	-	3.554	4.054	3.354	3.5	4	3.3
Pot Cap-1 Maneuver	1227	-	0	0	-	-	-	503	495	913	401	508	711
Stage 1	-	-	0	0	-	-	-	866	783	-	695	655	-
Stage 2	-	-	0	0	-	-	-	671	641	-	712	794	-
Platoon blocked, %		-			-	-							
Mov Cap-1 Maneuver	1219	-	-	-	-	-	-	485	490	905	242	502	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	545	534	-	351	548	-
Stage 1	-	-	-	-	-	-	-	863	780	-	687	650	-
Stage 2	-	-	-	-	-	-	-	650	637	-	451	791	-
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.3			0			15.4			13.5			
HCM LOS							C			B			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR	SBLn1						
Capacity (veh/h)	545	650	1219	-	-	-	450						
HCM Lane V/C Ratio	0.186	0.506	0.004	-	-	-	0.063						
HCM Control Delay (s)	13.1	16.1	8	-	-	-	13.5						
HCM Lane LOS	B	C	A	-	-	-	B						
HCM 95th %tile Q(veh)	0.7	2.9	0	-	-	-	0.2						

HCM 6th TWSC
7: S K St/N K St & W Market St

10/10/2024

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	124	10	14	209	12	6	29	19	17	50	39
Future Vol, veh/h	5	124	10	14	209	12	6	29	19	17	50	39
Conflicting Peds, #/hr	3	0	6	5	0	3	1	0	5	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	93	93	93	68	68	68	83	83	83
Heavy Vehicles, %	2	2	2	0	0	0	4	4	4	2	2	2
Mvmt Flow	5	136	11	15	225	13	9	43	28	20	60	47
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	241	0	0	153	0	0	477	429	153	457	428	239
Stage 1	-	-	-	-	-	-	158	158	-	265	265	-
Stage 2	-	-	-	-	-	-	319	271	-	192	163	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.14	6.54	6.24	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.536	4.036	3.336	3.518	4.018	3.318
Pot Cap-1 Maneuver	1326	-	-	1440	-	-	495	515	888	514	519	800
Stage 1	-	-	-	-	-	-	840	763	-	740	689	-
Stage 2	-	-	-	-	-	-	688	682	-	810	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1322	-	-	1432	-	-	415	503	879	457	507	795
Mov Cap-2 Maneuver	-	-	-	-	-	-	415	503	-	457	507	-
Stage 1	-	-	-	-	-	-	832	755	-	735	680	-
Stage 2	-	-	-	-	-	-	582	673	-	734	755	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.4			12.2			13.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	576	1322	-	-	1432	-	-	573				
HCM Lane V/C Ratio	0.138	0.004	-	-	0.011	-	-	0.223				
HCM Control Delay (s)	12.2	7.7	-	-	7.5	-	-	13.1				
HCM Lane LOS	B	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.8				

HCM 6th Roundabout
5: S F St/N F St & E Market St

10/10/2024

Intersection				
Intersection Delay, s/veh	9.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	279	390	66	167
Demand Flow Rate, veh/h	281	394	66	171
Vehicles Circulating, veh/h	387	498	292	619
Vehicles Exiting, veh/h	403	333	376	273
Ped Vol Crossing Leg, #/h	8	6	7	11
Ped Cap Adj	0.999	0.999	0.999	0.998
Approach Delay, s/veh	7.1	10.7	4.1	7.7
Approach LOS	A	B	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	281	394	66	171
Cap Entry Lane, veh/h	930	830	1024	734
Entry HV Adj Factor	0.992	0.990	1.000	0.973
Flow Entry, veh/h	279	390	66	166
Cap Entry, veh/h	921	821	1023	713
V/C Ratio	0.303	0.475	0.064	0.233
Control Delay, s/veh	7.1	10.7	4.1	7.7
LOS	A	B	A	A
95th %tile Queue, veh	1	3	0	1

Intersection

Intersection Delay, s/veh

Intersection LOS

Approach	NW
----------	----

Entry Lanes	1
-------------	---

Conflicting Circle Lanes	1
--------------------------	---

Adj Approach Flow, veh/h	464
--------------------------	-----

Demand Flow Rate, veh/h	473
-------------------------	-----

Vehicles Circulating, veh/h	358
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Vehicles Exiting, veh/h	0
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Ped Vol Crossing Leg, #/h	0
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Ped Cap Adj	1.000
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Approach Delay, s/veh	10.0
-----------------------	------

Approach LOS	A
--------------	---

Lane	Left
------	------

Designated Moves	LR
------------------	----

Assumed Moves	LR
---------------	----

RT Channelized

Lane Util	1.000
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Follow-Up Headway, s	2.609
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Critical Headway, s	4.976
---------------------	-------

Entry Flow, veh/h	473
-------------------	-----

Cap Entry Lane, veh/h	958
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Entry HV Adj Factor	0.980
---------------------	-------

Flow Entry, veh/h	464
-------------------	-----

Cap Entry, veh/h	939
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V/C Ratio	0.494
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Control Delay, s/veh	10.0
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LOS	A
-----	---

95th %tile Queue, veh	3
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HCM 6th Signalized Intersection Summary

1: S Broadway St/N Broadway St & W Market St/E Market St

10/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	149	12	13	189	28	9	64	16	14	129	25
Future Volume (veh/h)	17	149	12	13	189	28	9	64	16	14	129	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	19	166	13	15	222	33	10	73	18	19	177	34
Peak Hour Factor	0.90	0.90	0.90	0.85	0.85	0.85	0.88	0.88	0.88	0.73	0.73	0.73
Percent Heavy Veh, %	4	4	4	2	2	2	0	0	0	1	1	1
Cap, veh/h	517	724	57	587	684	102	106	549	125	106	696	621
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1105	1685	132	1204	1591	236	70	1409	321	70	1785	1591
Grp Volume(v), veh/h	19	0	179	15	0	255	101	0	0	196	0	34
Grp Sat Flow(s),veh/h/ln	1105	0	1817	1204	0	1827	1799	0	0	1855	0	1591
Q Serve(g_s), s	0.6	0.0	3.1	0.4	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	5.2	0.0	3.1	3.5	0.0	4.6	1.8	0.0	0.0	3.5	0.0	0.7
Prop In Lane	1.00		0.07	1.00		0.13	0.10		0.18	0.10		1.00
Lane Grp Cap(c), veh/h	517	0	781	587	0	786	781	0	0	802	0	621
V/C Ratio(X)	0.04	0.00	0.23	0.03	0.00	0.32	0.13	0.00	0.00	0.24	0.00	0.05
Avail Cap(c_a), veh/h	517	0	781	587	0	786	781	0	0	802	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	9.0	10.1	0.0	9.4	9.8	0.0	0.0	10.4	0.0	9.5
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.1	0.0	1.1	0.3	0.0	0.0	0.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.1	0.1	0.0	1.7	0.7	0.0	0.0	1.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	9.7	10.2	0.0	10.5	10.2	0.0	0.0	11.1	0.0	9.7
LnGrp LOS	B	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h	198			270			101			230		
Approach Delay, s/veh	9.8			10.5			10.2			10.9		
Approach LOS	A			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	26.0			24.0			26.0			24.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	21.5			19.5			21.5			19.5		
Max Q Clear Time (g_c+I1), s	7.2			5.5			6.6			3.8		
Green Ext Time (p_c), s	0.8			1.0			1.3			0.4		
Intersection Summary												
HCM 6th Ctrl Delay	10.4											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

8: N Broadway St & W 1st St/E 1st St

10/10/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	251	16	20	291	61	11	94	16	44	98	52
Future Volume (veh/h)	42	251	16	20	291	61	11	94	16	44	98	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1885	1885	1885	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	51	302	19	25	368	77	16	134	23	61	136	72
Peak Hour Factor	0.83	0.83	0.83	0.79	0.79	0.79	0.70	0.70	0.70	0.72	0.72	0.72
Percent Heavy Veh, %	4	4	4	1	1	1	4	4	4	4	4	4
Cap, veh/h	396	771	48	498	676	141	577	566	97	176	354	161
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	927	1713	108	1064	1502	314	1144	1529	262	237	956	436
Grp Volume(v), veh/h	51	0	321	25	0	445	16	0	157	269	0	0
Grp Sat Flow(s),veh/h/ln	927	0	1821	1064	0	1817	1144	0	1792	1629	0	0
Q Serve(g_s), s	2.1	0.0	5.9	0.8	0.0	8.9	0.0	0.0	3.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.0	0.0	5.9	6.7	0.0	8.9	0.4	0.0	3.0	5.7	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.17	1.00		0.15	0.23		0.27
Lane Grp Cap(c), veh/h	396	0	819	498	0	818	577	0	663	691	0	0
V/C Ratio(X)	0.13	0.00	0.39	0.05	0.00	0.54	0.03	0.00	0.24	0.39	0.00	0.00
Avail Cap(c_a), veh/h	396	0	819	498	0	818	577	0	663	691	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	9.2	11.4	0.0	10.0	10.1	0.0	10.9	11.7	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	1.4	0.2	0.0	2.6	0.1	0.0	0.8	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.2	0.2	0.0	3.4	0.1	0.0	1.2	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	0.0	10.6	11.6	0.0	12.6	10.1	0.0	11.7	13.4	0.0	0.0
LnGrp LOS	B	A	B	B	A	B	B	A	B	B	A	A
Approach Vol, veh/h	372			470			173			269		
Approach Delay, s/veh	11.2			12.6			11.6			13.4		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	27.0			23.0			27.0			23.0		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	22.5			18.5			22.5			18.5		
Max Q Clear Time (g_c+I1), s	13.0			7.7			10.9			5.0		
Green Ext Time (p_c), s	1.5			1.2			2.3			0.7		
Intersection Summary												
HCM 6th Ctrl Delay				12.2								
HCM 6th LOS				B								

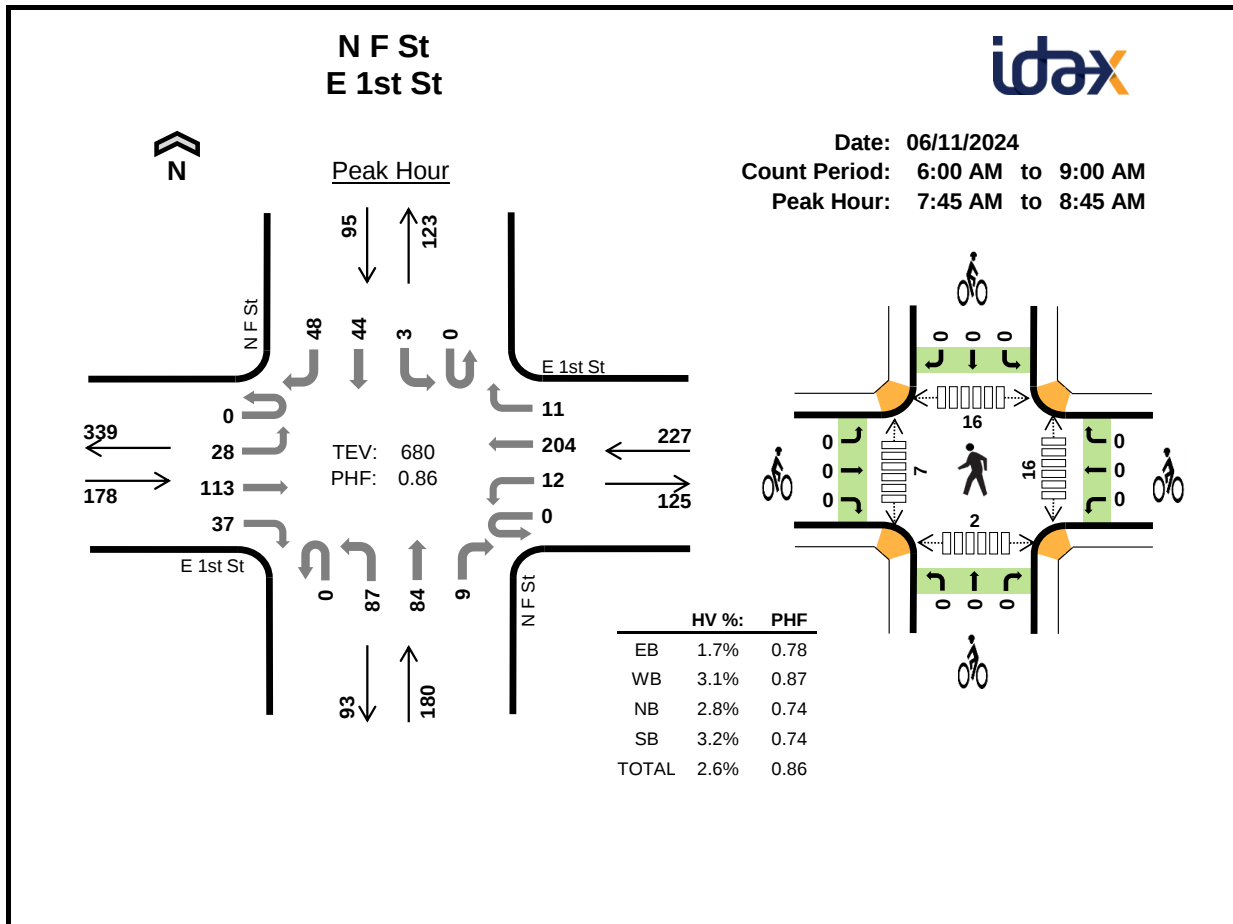
Appendix B: Crash Data

PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	REPORT NUMBER	DATE	TIME	FIRST COLLISION TYPE / OBJECT STRUCK
E MARKET ST	376	S G ST	EB68623	08/26/2021	11:12	Entering at angle
E MARKET ST	2	N BROADWAY ST	EC10031	12/22/2021	22:25	Entering at angle
S G ST	199	E MARKET ST	EC20417	02/04/2022	21:25	Entering at angle
E MARKET ST	302	N H ST	EC54364	06/04/2022	16:51	Entering at angle
E MARKET ST	376	S G ST	EC64578	07/13/2022	17:02	Entering at angle
E MARKET ST	2	S BROADWAY ST	EC65016	07/15/2022	01:31	Entering at angle
S G ST	199	E MARKET ST	EC96485	10/24/2022	11:33	Entering at angle
S BROADWAY ST	199	E MARKET ST	EC99706	10/25/2022	10:03	Entering at angle
N F ST	101	E 1ST ST	ED04136	10/27/2022	09:45	Entering at angle
E MARKET ST	500	S F ST	ED28479	01/23/2023	21:21	Entering at angle
S G ST	199	E MARKET ST	ED62082	05/18/2023	22:08	Entering at angle
N BROADWAY ST		E MARKET ST	ED75395	06/24/2023	14:06	Entering at angle
S G ST	199	E MARKET ST	ED84805	07/16/2023	18:55	Entering at angle
N F ST	100		ED86607	07/27/2023	11:34	Entering at angle
W MARKET ST	298	N K ST	ED87033	07/30/2023	17:26	Entering at angle
E MARKET ST	302	N H ST	ED86608	08/01/2023	12:32	Entering at angle
S F ST		E MARKET ST	ED92498	08/15/2023	22:05	Entering at angle
E MARKET ST	302	N H ST	EE23983	11/25/2023	13:25	Entering at angle
E MARKET ST	500	S F ST	EE51135	02/13/2024	16:14	Entering at angle
E MARKET ST		S I ST	EE54218	02/18/2024	13:01	Entering at angle
W MARKET ST	298	S K ST	EE55684	03/01/2024	15:06	Entering at angle
W MARKET ST	298	N K ST	EE62132	03/18/2024	14:53	Entering at angle
N H ST	1	E MARKET ST	EE61966	03/20/2024	21:20	Entering at angle
S G ST	100	E MARKET ST	ED14554	12/14/2022	08:03	From opposite direction - all others
N F ST	101	E 1ST ST	EC10026	01/09/2022	13:09	From opposite direction - one left turn - one straight
E MARKET ST	2	S I ST	EC39021	04/20/2022	08:00	From opposite direction - one left turn - one straight
E 1ST ST		N F ST	EC99708	10/25/2022	10:45	From opposite direction - one left turn - one straight
E 1ST ST		N F ST	ED37280	02/24/2023	16:15	From opposite direction - one left turn - one straight
N H ST			EE47065	01/16/2024	16:06	From same direction - one left turn - one straight
E MARKET ST	302	S H ST	EB93780	11/23/2021	18:05	Same direction -- both turning right -- both moving -- sideswipe
E 1ST ST	100	N BROADWAY ST	EE25932	11/28/2023	15:56	Vehicle going straight hits pedestrian
E MARKET ST	376	N G ST	ED55304	04/20/2023	16:14	Vehicle Strikes Pedalcyclist

VEHIC+H1:M33LE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM
Going Straight Ahead	Making Left Turn	West	East	South
Going Straight Ahead	Going Straight Ahead	North	South	East
Going Straight Ahead	Going Straight Ahead	West	East	South
Going Straight Ahead	Going Straight Ahead	East	West	North
Going Straight Ahead	Making Left Turn	East	West	South
Starting in Traffic Lane	Going Straight Ahead	South	North	West
Going Straight Ahead	Going Straight Ahead	South	North	West
Going Straight Ahead	Going Straight Ahead	South	North	West
Going Straight Ahead	Going Straight Ahead	North	South	West
Going Straight Ahead	Going Straight Ahead	East	North	South
Going Straight Ahead	Going Straight Ahead	South	North	East
Going Straight Ahead	Going Straight Ahead	West	East	North
Going Straight Ahead	Making Left Turn	East	West	South
Making Left Turn	Going Straight Ahead	East	South	North
Going Straight Ahead	Going Straight Ahead	West	East	South
Going Straight Ahead	Going Straight Ahead	West	East	North
Going Straight Ahead	Going Straight Ahead	South	North	West
Going Straight Ahead	Going Straight Ahead	West	East	North
Going Straight Ahead	Other*	East	West	South
Going Straight Ahead	Going Straight Ahead	West	East	South
Going Straight Ahead	Going Straight Ahead	West	East	North
Going Straight Ahead	Going Straight Ahead	East	West	North
Going Straight Ahead	Going Straight Ahead	Northeast	Southwest	Northwest
Going Wrong Way on One-Way Street or Road	Stopped for Traffic	North	South	South
Making Left Turn	Going Straight Ahead	South	West	North
Making Left Turn	Going Straight Ahead	West	North	East
Making Left Turn	Going Straight Ahead	West	North	East
Making Left Turn	Going Straight Ahead	South	West	North
Overtaking and Passing	Making Left Turn	North	South	North
Making Right Turn	Making Right Turn	West	South	West
Going Straight Ahead		East	West	
Making U-Turn		South	West	

VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	BICYCLIST CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)
West	Disregard Traffic Sign and Signals	None	
West	Disregard Traffic Sign and Signals	None	
North	Disregard Traffic Sign and Signals	None	
South	Did Not Grant RW to Vehicle	None	
West	Disregard Traffic Sign and Signals	None	
East	Under Influence of Alcohol	None	
East	None	None	
East	Did Not Grant RW to Vehicle	None	
East	Disregard Traffic Sign and Signals	None	
East	Did Not Grant RW to Vehicle	None	
West	Did Not Grant RW to Vehicle	None	
South	Disregard Traffic Sign and Signals	None	
West	Disregard Traffic Sign and Signals	None	
South	Did Not Grant RW to Vehicle	None	
North	Disregard Traffic Sign and Signals	None	
South	Disregard Traffic Sign and Signals	None	
East	Did Not Grant RW to Vehicle	None	
South	Unknown Distraction	None	
West	Did Not Grant RW to Vehicle	None	
North	Disregard Traffic Sign and Signals	None	
South	Disregard Traffic Sign and Signals	None	
South	Disregard Traffic Sign and Signals	None	
Southeast	Disregard Traffic Sign and Signals	None	
North	Apparently Ill	None	
South	Did Not Grant RW to Vehicle	None	
West	Did Not Grant RW to Vehicle	None	
West	Did Not Grant RW to Vehicle	None	
South	Did Not Grant RW to Vehicle	None	
East	None	None	
South	None	Did Not Grant RW to Vehicle	
	Distractions Outside Vehicle		
	None		Improper Turn/Merge

Appendix C: Traffic Count Data



Three-Hour Count Summaries

Interval Start		E 1st St				E 1st St				N F St				N F St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	6	22	12	0	1	61	2	0	24	36	1	0	1	14	17	197	0
8:00 AM		0	7	22	10	0	6	37	3	0	23	20	1	0	0	14	9	152	0
8:15 AM		0	5	34	3	0	3	48	1	0	21	12	5	0	1	6	12	151	0
8:30 AM		0	10	35	12	0	2	58	5	0	19	16	2	0	1	10	10	180	680
Peak Hour	All	0	28	113	37	0	12	204	11	0	87	84	9	0	3	44	48	680	0
	HV	0	0	3	0	0	0	7	0	0	1	4	0	0	1	1	1	18	0
	HV%	-	0%	3%	0%	-	0%	3%	0%	-	1%	5%	0%	-	33%	2%	2%	3%	0

Note: For all three-hour count summary, see next page.

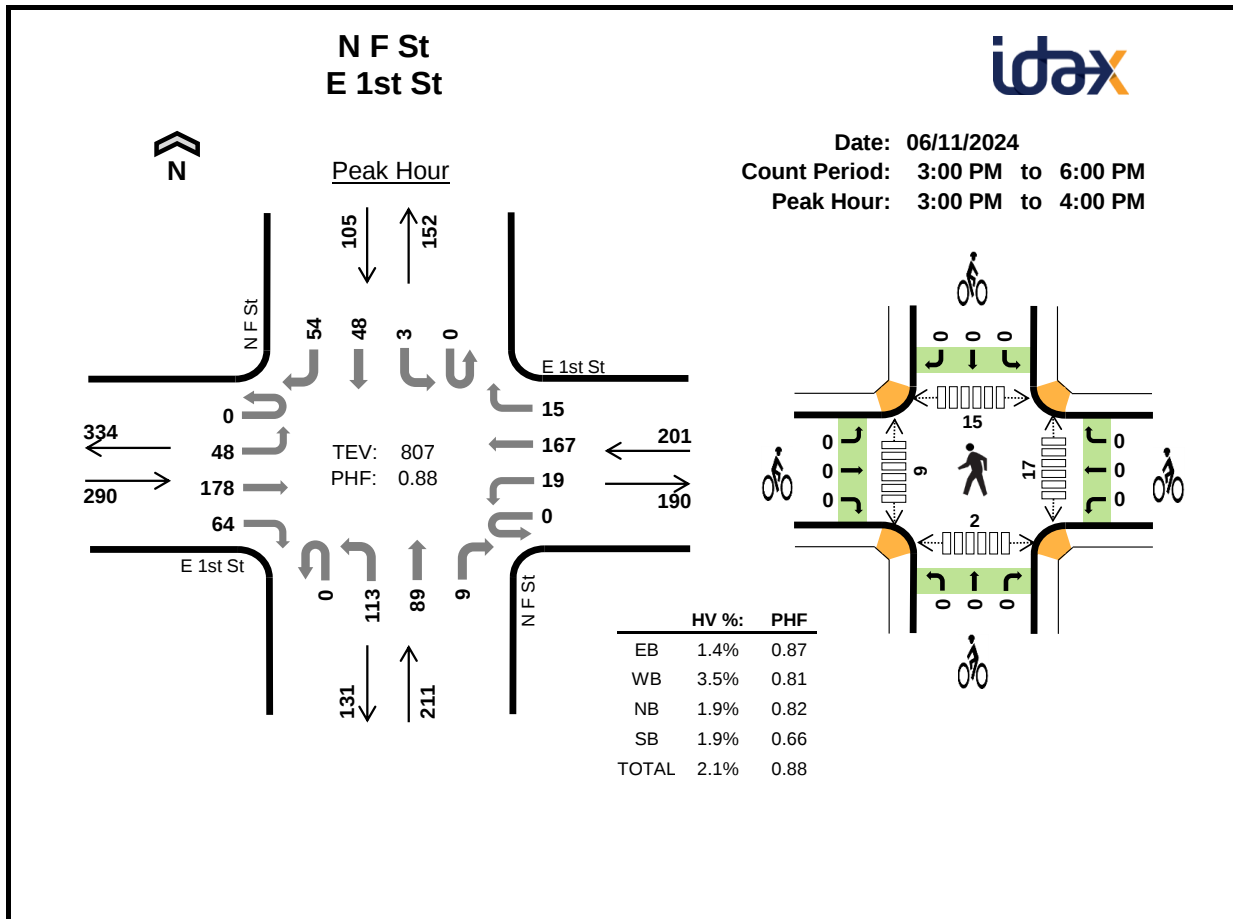
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	0	0	1	1	2	0	0	0	0	0	3	0	1	1	5
8:00 AM	1	2	1	1	5	0	0	0	0	0	4	0	2	1	7
8:15 AM	2	2	0	0	4	0	0	0	0	0	2	1	9	0	12
8:30 AM	0	3	3	1	7	0	0	0	0	0	7	6	4	0	17
Peak Hour	3	7	5	3	18	0	0	0	0	0	16	7	16	2	41

Three-Hour Count Summaries																			
Interval Start		E 1st St				E 1st St				N F St				N F St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM		0	0	14	7	0	5	12	2	0	3	4	2	0	0	6	1	56	0
6:15 AM		0	5	7	5	0	0	22	1	0	6	2	0	0	1	7	4	60	0
6:30 AM		0	0	10	4	0	0	22	1	0	9	0	0	0	0	5	7	58	0
6:45 AM		0	9	12	7	0	2	28	3	0	10	9	4	0	0	16	5	105	279
7:00 AM		0	5	19	4	0	2	26	0	0	11	20	0	0	0	13	10	110	333
7:15 AM		0	4	21	6	0	4	33	3	0	15	19	2	0	1	8	7	123	396
7:30 AM		0	6	19	8	0	4	35	3	0	17	17	0	0	0	15	8	132	470
7:45 AM		0	6	22	12	0	1	61	2	0	24	36	1	0	1	14	17	197	562
8:00 AM		0	7	22	10	0	6	37	3	0	23	20	1	0	0	14	9	152	604
8:15 AM		0	5	34	3	0	3	48	1	0	21	12	5	0	1	6	12	151	632
8:30 AM		0	10	35	12	0	2	58	5	0	19	16	2	0	1	10	10	180	680
8:45 AM		0	7	23	6	0	4	61	3	0	11	13	2	0	0	9	9	148	631
Count Total		0	64	238	84	0	33	443	27	0	169	168	19	0	5	123	99	1,472	0
Peak Hour	All	0	28	113	37	0	12	204	11	0	87	84	9	0	3	44	48	680	0
	HV	0	0	3	0	0	0	7	0	0	1	4	0	0	1	1	1	18	0
	HV%	-	0%	3%	0%	-	0%	3%	0%	-	1%	5%	0%	-	33%	2%	2%	3%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:00 AM		1	1	0	1	3	0	0	0	0	0	2	0	1	0	0	3		
6:15 AM		1	0	0	0	1	0	0	0	0	0	3	1	1	0	0	5		
6:30 AM		1	1	0	0	2	0	0	1	0	1	2	0	3	0	0	5		
6:45 AM		0	1	2	0	3	0	0	0	0	0	0	0	0	2	2			
7:00 AM		3	1	1	1	6	0	0	0	0	0	2	1	0	1	4			
7:15 AM		2	2	1	1	6	0	0	0	0	0	0	0	0	2	2			
7:30 AM		3	1	3	0	7	0	0	0	0	0	7	2	0	0	9			
7:45 AM		0	0	1	1	2	0	0	0	0	0	3	0	1	1	5			
8:00 AM		1	2	1	1	5	0	0	0	0	0	4	0	2	1	7			
8:15 AM		2	2	0	0	4	0	0	0	0	0	2	1	9	0	12			
8:30 AM		0	3	3	1	7	0	0	0	0	0	7	6	4	0	17			
8:45 AM		1	4	1	1	7	0	0	0	0	0	6	1	1	0	8			
Count Total		15	18	13	7	53	0	0	1	0	1	38	12	22	7	79			
Peak Hour		3	7	5	3	18	0	0	0	0	0	16	7	16	2	41			

Three-Hour Count Summaries - Heavy Vehicles																			
Interval Start	E 1st St				E 1st St				N F St				N F St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3	0
6:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
6:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3	9
7:00 AM	0	1	2	0	0	0	1	0	0	0	1	0	0	0	0	1	0	6	12
7:15 AM	0	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	1	6	17
7:30 AM	0	1	1	1	0	0	0	1	0	1	2	0	0	0	0	0	0	7	22
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	21
8:00 AM	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1	0	0	5	20
8:15 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	18
8:30 AM	0	0	0	0	0	0	3	0	0	1	2	0	0	0	0	1	0	7	18
8:45 AM	0	0	0	1	0	1	3	0	0	1	0	0	0	0	1	0	0	7	23
Count Total	0	2	10	3	0	1	16	1	0	5	7	1	0	1	4	2	0	53	0
Peak Hour	0	0	3	0	0	0	7	0	0	1	4	0	0	1	1	1	0	18	0

Three-Hour Count Summaries - Bikes																	
Interval Start	E 1st St			E 1st St			N F St			N F St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Three-Hour Count Summaries

Interval Start		E 1st St				E 1st St				N F St				N F St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	11	48	23	0	4	37	3	0	27	34	3	0	2	19	19	230	0
3:15 PM		0	11	58	14	0	2	53	7	0	35	18	2	0	1	10	10	221	0
3:30 PM		0	14	36	14	0	8	43	4	0	25	14	3	0	0	13	17	191	0
3:45 PM		0	12	36	13	0	5	34	1	0	26	23	1	0	0	6	8	165	807
Peak Hour	All	0	48	178	64	0	19	167	15	0	113	89	9	0	3	48	54	807	0
	HV	0	0	3	1	0	0	6	1	0	2	2	0	0	0	1	1	17	0
	HV%	-	0%	2%	2%	-	0%	4%	7%	-	2%	2%	0%	-	0%	2%	2%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	2	1	0	0	3	0	0	0	0	0	5	1	2	2	10
3:15 PM	1	3	1	1	6	0	0	0	0	0	3	1	5	0	9
3:30 PM	1	2	1	0	4	0	0	0	0	0	7	4	7	0	18
3:45 PM	0	1	2	1	4	0	0	0	0	0	2	3	1	0	6
Peak Hour	4	7	4	2	17	0	0	0	0	0	17	9	15	2	43

Three-Hour Count Summaries																			
Interval Start		E 1st St				E 1st St				N F St				N F St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	3:00 PM	0	11	48	23	0	4	37	3	0	27	34	3	0	2	19	19	230	0
	3:15 PM	0	11	58	14	0	2	53	7	0	35	18	2	0	1	10	10	221	0
	3:30 PM	0	14	36	14	0	8	43	4	0	25	14	3	0	0	13	17	191	0
	3:45 PM	0	12	36	13	0	5	34	1	0	26	23	1	0	0	6	8	165	807
	4:00 PM	0	12	25	18	0	3	38	2	0	27	24	0	0	1	14	8	172	749
	4:15 PM	0	10	36	12	0	2	41	3	0	31	24	1	0	0	12	7	179	707
	4:30 PM	0	10	29	13	0	4	27	1	0	29	20	2	0	2	9	5	151	667
	4:45 PM	0	15	34	19	0	0	40	2	0	31	24	1	0	2	14	9	191	693
	5:00 PM	0	19	37	19	0	1	36	2	0	32	18	3	0	2	10	18	197	718
	5:15 PM	0	10	34	12	0	3	27	1	0	29	19	3	0	1	14	7	160	699
	5:30 PM	0	11	46	10	0	6	35	1	0	26	8	3	0	0	11	10	167	715
	5:45 PM	0	6	26	11	0	3	28	1	0	29	11	0	0	0	18	10	143	667
Count Total		0	141	445	178	0	41	439	28	0	347	237	22	0	11	150	128	2,167	0
Peak Hour	All	0	48	178	64	0	19	167	15	0	113	89	9	0	3	48	54	807	0
	HV	0	0	3	1	0	0	6	1	0	2	2	0	0	0	1	1	17	0
	HV%	-	0%	2%	2%	-	0%	4%	7%	-	2%	2%	0%	-	0%	2%	2%	2%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	2	1	0	0	3	0	0	0	0	0	5	1	2	2	10
3:15 PM	1	3	1	1	6	0	0	0	0	0	3	1	5	0	9
3:30 PM	1	2	1	0	4	0	0	0	0	0	7	4	7	0	18
3:45 PM	0	1	2	1	4	0	0	0	0	0	2	3	1	0	6
4:00 PM	1	3	1	0	5	0	0	0	0	0	3	0	2	0	5
4:15 PM	0	2	3	1	6	0	0	0	0	0	3	3	2	1	9
4:30 PM	2	1	1	0	4	0	0	0	0	0	1	0	3	1	5
4:45 PM	2	0	1	1	4	0	0	0	0	0	10	2	0	1	13
5:00 PM	0	2	0	0	2	0	0	0	0	0	3	2	1	1	7
5:15 PM	1	0	1	1	3	0	0	0	0	0	4	4	2	1	11
5:30 PM	1	0	1	1	3	0	0	0	0	0	8	5	6	1	20
5:45 PM	0	1	0	1	2	0	0	0	0	0	2	2	2	0	6
Count Total	11	16	12	7	46	0	0	0	0	0	51	27	33	8	119
Peak Hour	4	7	4	2	17	0	0	0	0	0	17	9	15	2	43

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	E 1st St				E 1st St				N F St				N F St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
3:15 PM	0	0	0	1	0	0	3	0	0	1	0	0	0	0	0	1	0	0
3:30 PM	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	4	0
3:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	4	17
4:00 PM	0	0	0	1	0	1	2	0	0	1	0	0	0	0	0	0	5	19
4:15 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	19
4:30 PM	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	4	19
4:45 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	19
5:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	16
5:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	13
5:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	12
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	10
Count Total	0	1	8	2	0	1	13	2	0	8	4	0	0	0	5	2	46	0
Peak Hour	0	0	3	1	0	0	6	1	0	2	2	0	0	0	1	1	17	0

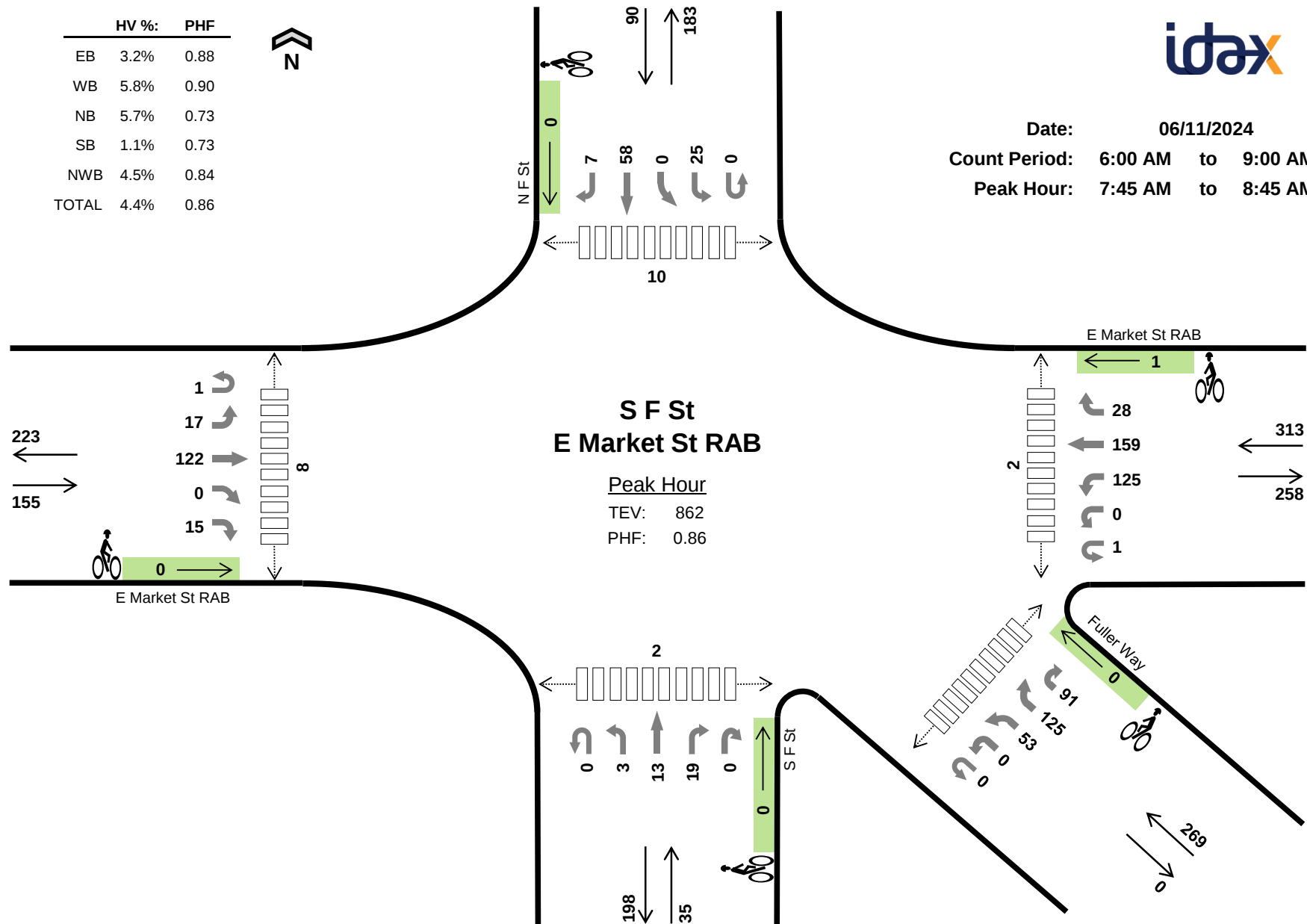
Three-Hour Count Summaries - Bikes																		
Interval Start	E 1st St				E 1st St				N F St				N F St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
3:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
3:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
3:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
3:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
4:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Date: 06/11/2024
 Count Period: 6:00 AM to 9:00 AM
 Peak Hour: 7:45 AM to 8:45 AM

	HV %:	PHF
EB	3.2%	0.88
WB	5.8%	0.90
NB	5.7%	0.73
SB	1.1%	0.73
NWB	4.5%	0.84
TOTAL	4.4%	0.86



Three-Hour Count Summaries

Interval Start		E Market St RAB					E Market St RAB					S F St					N F St					Fuller Way					15-min Total	Rolling One Hour
		Eastbound					Westbound					Northbound					Southbound					Northwestbound						
		UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
6:00 AM		0	1	3	0	1	1	0	16	11	2	0	0	1	0	0	0	4	0	13	1	0	0	2	6	3	65	0
6:15 AM		0	0	19	0	1	0	0	30	13	2	0	0	0	6	0	0	3	0	9	0	0	0	2	4	11	100	0
6:30 AM		0	0	7	0	0	0	0	34	14	3	0	1	0	3	0	0	1	0	8	0	0	0	3	7	7	88	0
6:45 AM		0	1	15	0	1	0	0	35	23	6	0	0	1	1	0	0	2	0	22	1	0	0	7	16	13	144	397
7:00 AM		0	1	23	0	4	0	0	30	17	3	0	1	1	2	0	0	4	0	15	0	0	0	4	25	7	137	469
7:15 AM		0	1	13	0	0	0	0	40	34	7	0	1	0	4	0	0	6	0	13	0	0	1	7	29	27	183	552
7:30 AM		0	2	23	0	1	0	0	39	31	9	0	0	0	6	0	0	2	0	24	0	0	0	4	27	17	185	649
7:45 AM		1	6	33	0	4	0	0	33	46	8	0	1	7	4	0	0	6	0	19	2	0	0	12	40	28	250	755
8:00 AM		0	4	28	0	3	0	0	26	39	5	0	0	3	3	0	0	12	0	15	4	0	0	8	28	18	196	814
8:15 AM		0	3	27	0	4	0	0	29	38	3	0	1	2	7	0	0	1	0	10	0	0	0	15	33	18	191	822
8:30 AM		0	4	34	0	4	1	0	37	36	12	0	1	1	5	0	0	6	0	14	1	0	0	18	24	27	225	862
8:45 AM		0	2	23	0	4	0	0	33	40	4	0	0	4	7	0	0	6	0	7	6	0	1	12	25	19	193	805
Count Total		1	25	248	0	27	2	0	382	342	64	0	6	20	48	0	0	53	0	169	15	0	2	94	264	195	1,957	0
Peak Hour	All	1	17	122	0	15	1	0	125	159	28	0	3	13	19	0	0	25	0	58	7	0	0	53	125	91	862	0
	HV	0	1	4	0	0	0	0	11	7	0	0	1	0	1	0	0	1	0	0	0	0	0	2	4	6	38	0
	HV%	0%	6%	3%	-	0%	0%	-	9%	4%	0%	-	33%	0%	5%	-	-	4%	-	0%	0%	-	-	4%	3%	7%	4%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total
6:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	4	1	0	1	2	8	0	0	0	0	0	0	0	0	2	0	0	2
6:30 AM	0	2	1	0	1	4	0	0	0	0	0	0	0	1	1	0	0	2
6:45 AM	2	0	1	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	3	1	0	1	8	0	0	0	0	0	0	0	0	2	3	3	8
7:15 AM	4	4	0	0	1	9	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	7	1	1	1	10	0	0	0	0	0	0	0	2	4	3	3	12
7:45 AM	0	3	1	0	3	7	0	0	0	0	0	0	0	4	5	0	1	10
8:00 AM	4	3	0	1	2	10	0	0	0	0	0	0	1	1	2	1	2	7
8:15 AM	0	8	1	0	1	10	0	0	0	0	0	0	0	2	0	1	4	7
8:30 AM	1	4	0	0	6	11	0	1	0	0	0	1	1	1	3	0	2	7
8:45 AM	2	1	0	3	1	7	1	0	0	0	0	1	2	3	5	1	3	14
Count Total	20	38	6	6	21	91	1	1	0	0	0	2	4	14	25	9	18	70
Peak Hr	5	18	2	1	12	38	0	1	0	0	0	1	2	8	10	2	9	31

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St RAB Eastbound					E Market St RAB Westbound					S F St Northbound					N F St Southbound					Fuller Way Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
6:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
6:15 AM	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	8	0
6:30 AM	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0
6:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	5	19
7:00 AM	0	0	3	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	8	25
7:15 AM	0	0	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	9	26
7:30 AM	0	0	0	0	0	0	0	4	1	2	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	10	32
7:45 AM	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	7	34
8:00 AM	0	1	3	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	10	36
8:15 AM	0	0	0	0	0	0	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10	37
8:30 AM	0	0	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	11	38
8:45 AM	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	7	38
Count Total	0	1	19	0	0	0	0	20	16	2	0	2	2	2	0	0	4	0	1	1	0	1	3	8	9	91	0
Peak Hour	0	1	4	0	0	0	0	11	7	0	0	1	0	1	0	0	1	0	0	0	0	0	2	4	6	38	0

Three-Hour Count Summaries - Bikes

Interval Start	E Market St RAB Eastbound					E Market St RAB Westbound					S F St Northbound					N F St Southbound					Fuller Way Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Three-Hour Count Summaries

Interval Start	E Market St RAB					E Market St RAB					S F St					N F St					Fuller Way					15-min Total	Rolling One Hour	
	Eastbound					Westbound					Northbound					Southbound					Northwestbound							
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR			
3:00 PM	0	5	37	0	10	2	0	34	61	17	0	0	3	9	0	0	11	0	26	2	0	2	16	34	52	321	0	
3:15 PM	0	6	48	0	9	0	0	36	53	4	0	1	4	7	0	0	9	0	17	3	0	0	11	42	43	293	0	
3:30 PM	0	3	56	0	4	0	0	28	45	8	2	1	2	13	0	0	13	0	20	4	0	1	15	35	38	288	0	
3:45 PM	0	4	49	0	7	0	0	40	36	7	0	0	4	6	0	0	2	0	18	4	0	0	23	44	47	291	1,193	
4:00 PM	0	2	37	0	6	0	0	36	38	8	0	1	0	12	0	0	8	0	26	3	0	1	15	41	46	280	1,152	
4:15 PM	1	5	46	0	10	0	0	29	32	10	0	0	2	7	0	0	4	0	19	7	0	1	21	47	36	277	1,136	
4:30 PM	1	2	47	0	7	0	0	34	53	8	0	2	1	13	0	0	7	0	17	2	0	1	15	42	52	304	1,152	
4:45 PM	0	2	54	0	8	0	0	31	41	11	0	0	3	9	0	0	8	0	21	4	0	0	18	46	48	304	1,165	
5:00 PM	0	2	44	0	6	0	0	39	33	11	0	2	1	12	0	0	9	0	25	1	0	1	16	45	39	286	1,171	
5:15 PM	0	1	56	0	6	0	0	36	45	9	0	2	5	12	0	0	7	0	17	4	0	0	17	37	51	305	1,199	
5:30 PM	0	1	37	0	5	0	0	34	35	4	0	1	2	9	0	0	7	0	21	1	0	0	18	26	38	239	1,134	
5:45 PM	0	2	32	0	6	0	0	38	27	9	0	1	6	10	0	0	4	0	31	4	0	0	7	27	35	239	1,069	
Count Total	2	35	543	0	84	2	0	415	499	106	2	11	33	119	0	0	89	0	258	39	0	7	192	466	525	3,427	0	
Peak Hour	All	1	7	201	0	27	0	0	140	172	39	0	6	10	46	0	0	31	0	80	11	0	2	66	170	190	1,199	0
	HV HV%	0	0	5	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	14	0
	0%	0%	2%	-	0%	-	-	1%	1%	3%	-	0%	0%	0%	-	-	0%	-	3%	0%	-	0%	0%	1%	1%	1%	0	

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

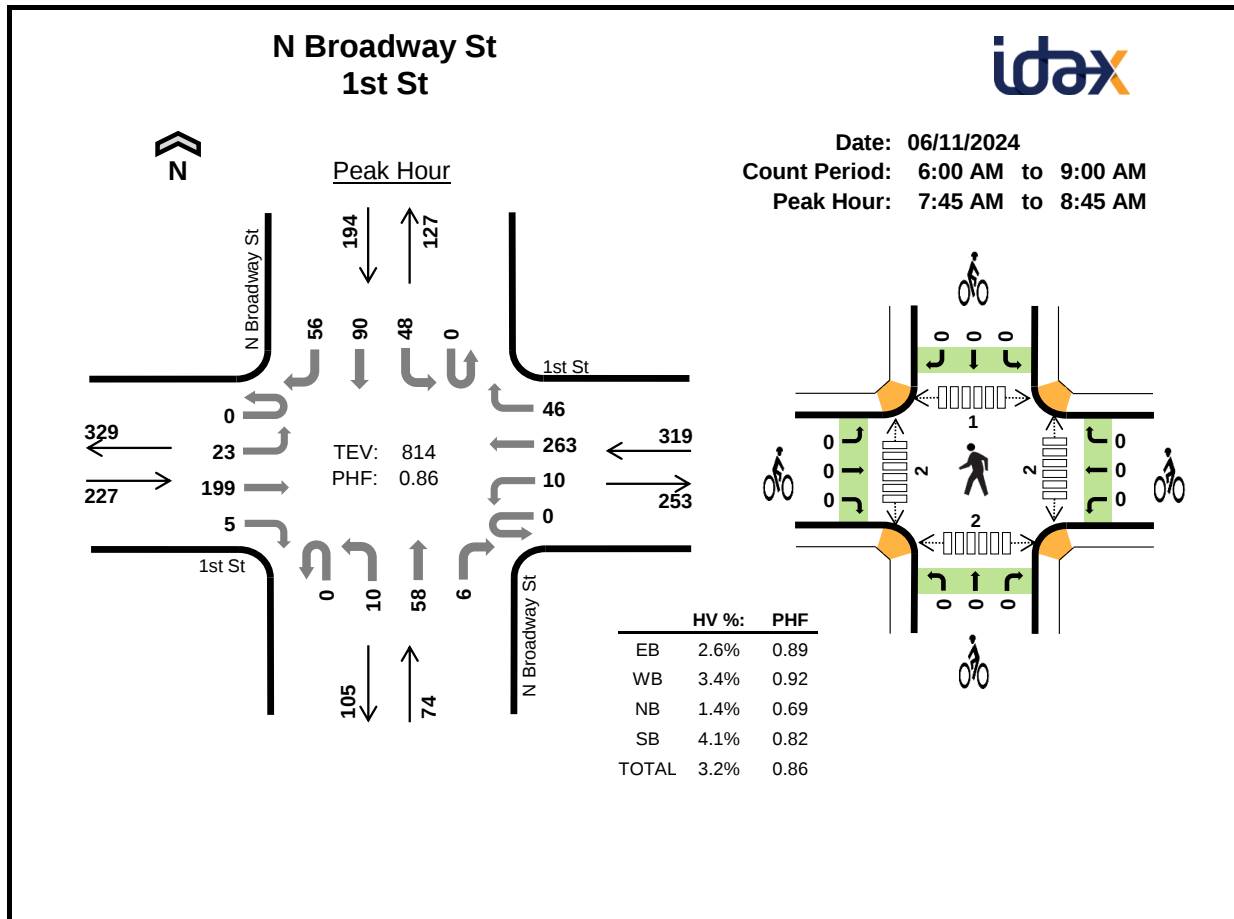
Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total
3:00 PM	3	0	0	0	3	6	0	0	0	0	0	0	0	4	2	3	4	13
3:15 PM	1	1	0	2	1	5	0	0	0	0	0	0	0	1	5	1	1	8
3:30 PM	2	3	0	0	3	8	0	0	0	0	0	0	0	3	3	6	5	17
3:45 PM	2	2	0	0	4	8	0	0	0	0	0	0	1	1	0	0	2	4
4:00 PM	2	2	0	2	1	7	0	0	0	0	1	1	1	0	3	0	4	8
4:15 PM	0	0	0	1	4	5	1	0	0	0	0	1	1	3	3	0	1	8
4:30 PM	2	2	0	0	1	5	0	0	0	0	0	0	0	1	3	2	1	7
4:45 PM	1	2	0	1	1	5	0	0	0	0	0	0	1	0	2	3	1	7
5:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	4	2	3	3	12
5:15 PM	0	0	0	1	1	2	0	0	0	0	0	0	1	4	6	1	2	14
5:30 PM	1	0	0	0	1	2	0	0	0	0	0	0	0	4	4	2	0	10
5:45 PM	0	3	1	1	0	5	0	0	0	0	0	0	0	3	4	0	0	7
Count Total	16	15	1	8	20	60	1	0	0	0	1	2	5	28	37	21	24	115
Peak Hr	5	4	0	2	3	14	0	0	0	0	0	0	2	9	13	9	7	40

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	E Market St RAB					E Market St RAB					S F St					N F St					Fuller Way					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
3:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	0
3:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	5	0
3:30 PM	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	8	0
3:45 PM	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	8	27
4:00 PM	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	7	28
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	5	28
4:30 PM	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	25
4:45 PM	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	5	22
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	14
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	11
5:45 PM	0	0	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	5	11
Count Total	0	0	16	0	0	0	0	8	5	2	0	0	0	1	0	0	2	0	6	0	0	0	0	11	9	60	0
Peak Hour	0	0	5	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	14	0

Three-Hour Count Summaries - Bikes

Interval Start	E Market St RAB					E Market St RAB					S F St					N F St					Fuller Way					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Three-Hour Count Summaries

Interval Start		1st St				1st St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:45 AM		0	4	60	0	0	6	70	10	0	4	21	2	0	14	27	18	236	0
8:00 AM		0	9	49	1	0	2	66	6	0	3	8	0	0	10	17	17	188	0
8:15 AM		0	3	43	2	0	1	54	17	0	1	15	0	0	12	12	8	168	0
8:30 AM		0	7	47	2	0	1	73	13	0	2	14	4	0	12	34	13	222	814
Peak Hour	All	0	23	199	5	0	10	263	46	0	10	58	6	0	48	90	56	814	0
	HV	0	1	5	0	0	0	9	2	0	0	1	0	0	2	0	6	26	0
	HV%	-	4%	3%	0%	-	0%	3%	4%	-	0%	2%	0%	-	4%	0%	11%	3%	0

Note: For all three-hour count summary, see next page.

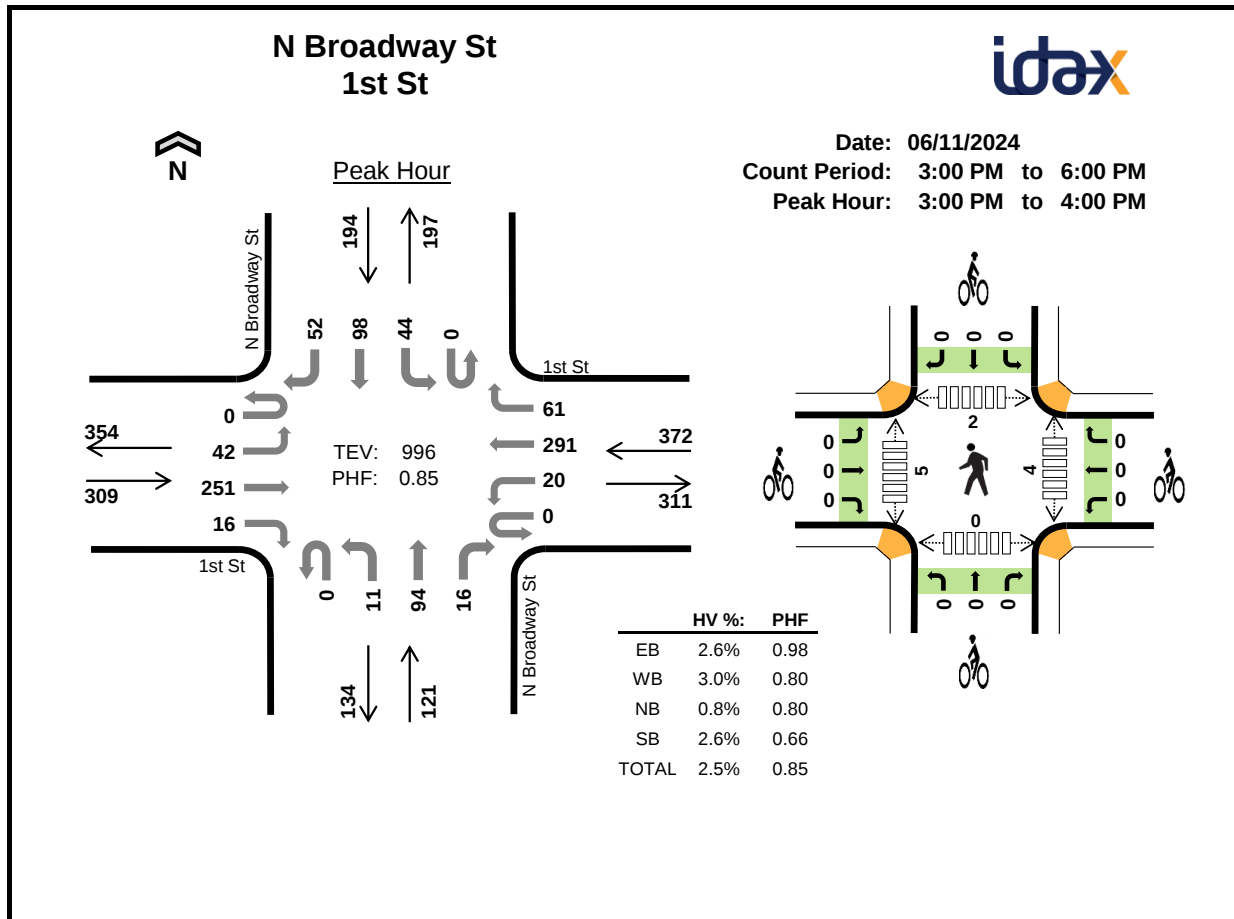
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	2	2	0	1	5	0	0	0	0	0	0	1	0	0	1
8:00 AM	1	2	0	3	6	0	0	0	0	0	0	1	1	0	2
8:15 AM	3	2	0	3	8	0	0	0	0	0	1	0	0	2	3
8:30 AM	0	5	1	1	7	0	0	0	0	0	1	0	0	0	1
Peak Hour	6	11	1	8	26	0	0	0	0	0	2	2	1	2	7

Three-Hour Count Summaries																			
Interval Start		1st St				1st St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM		0	0	14	0	0	2	11	2	0	0	1	0	0	6	5	0	41	0
6:15 AM		0	2	15	0	0	0	21	8	0	0	2	0	0	2	7	3	60	0
6:30 AM		0	4	10	0	0	2	30	5	0	0	6	1	0	7	14	0	79	0
6:45 AM		0	4	24	0	0	1	36	7	0	1	6	0	0	8	7	2	96	276
7:00 AM		0	1	24	0	0	1	38	4	0	0	6	0	0	9	21	3	107	342
7:15 AM		0	3	27	0	0	3	43	7	0	1	9	0	0	5	17	11	126	408
7:30 AM		0	5	40	3	0	1	42	9	0	2	14	1	0	8	26	5	156	485
7:45 AM		0	4	60	0	0	6	70	10	0	4	21	2	0	14	27	18	236	625
8:00 AM		0	9	49	1	0	2	66	6	0	3	8	0	0	10	17	17	188	706
8:15 AM		0	3	43	2	0	1	54	17	0	1	15	0	0	12	12	8	168	748
8:30 AM		0	7	47	2	0	1	73	13	0	2	14	4	0	12	34	13	222	814
8:45 AM		0	3	42	1	0	3	66	5	0	4	18	1	0	2	22	7	174	752
Count Total		0	45	395	9	0	23	550	93	0	18	120	9	0	95	209	87	1,653	0
Peak Hour	All	0	23	199	5	0	10	263	46	0	10	58	6	0	48	90	56	814	0
	HV	0	1	5	0	0	0	9	2	0	0	1	0	0	2	0	6	26	0
	HV%	-	4%	3%	0%	-	0%	3%	4%	-	0%	2%	0%	-	4%	0%	11%	3%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:00 AM		1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	
6:15 AM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM		1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	
6:45 AM		1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM		1	0	0	1	2	0	0	1	0	1	0	1	1	0	0	1	2	
7:15 AM		1	4	0	1	6	0	0	0	0	0	0	0	0	0	2	0	2	
7:30 AM		2	1	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM		2	2	0	1	5	0	0	0	0	0	0	0	0	1	0	0	1	
8:00 AM		1	2	0	3	6	0	0	0	0	0	0	0	0	1	1	0	2	
8:15 AM		3	2	0	3	8	0	0	0	0	0	0	0	1	0	0	2	3	
8:30 AM		0	5	1	1	7	0	0	0	0	0	0	0	1	0	0	0	1	
8:45 AM		2	3	2	0	7	0	0	0	0	0	0	0	0	1	0	0	1	
Count Total		16	23	4	11	54	0	0	1	0	1	0	1	3	4	3	4	14	
Peak Hour		6	11	1	8	26	0	0	0	0	0	0	0	2	2	1	2	7	

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	1st St				1st St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
6:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	8
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	8
7:15 AM	0	0	1	0	0	0	3	1	0	0	0	0	0	0	1	0	6	13
7:30 AM	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	1	5	16
7:45 AM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	1	0	5	18
8:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3	6	22
8:15 AM	0	1	2	0	0	0	1	1	0	0	0	0	0	0	1	0	8	24
8:30 AM	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	1	7	26
8:45 AM	0	1	1	0	0	0	3	0	0	0	2	0	0	0	0	0	7	28
Count Total	0	2	14	0	0	1	18	4	0	0	4	0	0	4	0	7	54	0
Peak Hour	0	1	5	0	0	0	9	2	0	0	1	0	0	2	0	6	26	0

Three-Hour Count Summaries - Bikes																	
Interval Start	1st St			1st St			N Broadway St			N Broadway St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Three-Hour Count Summaries

Interval Start		1st St				1st St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM		0	4	73	1	0	3	73	13	0	0	31	7	0	14	21	12	252	0
3:15 PM		0	9	61	7	0	8	89	19	0	7	16	4	0	18	38	17	293	0
3:30 PM		0	16	56	3	0	5	70	16	0	3	24	2	0	4	17	11	227	0
3:45 PM		0	13	61	5	0	4	59	13	0	1	23	3	0	8	22	12	224	996
Peak Hour	All	0	42	251	16	0	20	291	61	0	11	94	16	0	44	98	52	996	0
	HV	0	1	7	0	0	0	6	5	0	0	1	0	0	1	1	3	25	0
	HV%	-	2%	3%	0%	-	0%	2%	8%	-	0%	1%	0%	-	2%	1%	6%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	4	2	0	1	7	0	0	0	0	0	0	3	0	0	3
3:15 PM	2	4	0	2	8	0	0	0	0	0	0	0	0	0	0
3:30 PM	1	1	1	1	4	0	0	0	0	0	0	1	1	0	2
3:45 PM	1	4	0	1	6	0	0	0	0	0	4	1	1	0	6
Peak Hour	8	11	1	5	25	0	0	0	0	0	4	5	2	0	11

Three-Hour Count Summaries																			
Interval Start		1st St				1st St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	3:00 PM	0	4	73	1	0	3	73	13	0	0	31	7	0	14	21	12	252	0
	3:15 PM	0	9	61	7	0	8	89	19	0	7	16	4	0	18	38	17	293	0
	3:30 PM	0	16	56	3	0	5	70	16	0	3	24	2	0	4	17	11	227	0
	3:45 PM	0	13	61	5	0	4	59	13	0	1	23	3	0	8	22	12	224	996
	4:00 PM	0	7	57	5	0	1	65	14	0	6	22	1	0	9	29	7	223	967
	4:15 PM	0	11	58	4	0	4	67	18	0	0	21	8	0	3	35	8	237	911
	4:30 PM	0	7	54	1	0	2	45	16	0	5	24	3	0	3	30	8	198	882
	4:45 PM	0	5	58	2	0	3	65	23	0	5	14	5	0	9	28	9	226	884
	5:00 PM	0	19	72	6	0	4	66	22	0	1	21	2	0	9	30	11	263	924
	5:15 PM	0	12	55	4	0	1	55	19	0	4	26	6	0	10	26	7	225	912
	5:30 PM	0	7	63	1	0	3	50	19	0	2	13	2	0	10	22	8	200	914
	5:45 PM	0	3	39	2	0	2	59	14	0	1	15	0	0	6	20	5	166	854
Count Total		0	113	707	41	0	40	763	206	0	35	250	43	0	103	318	115	2,734	0
Peak Hour	All	0	42	251	16	0	20	291	61	0	11	94	16	0	44	98	52	996	0
	HV	0	1	7	0	0	0	6	5	0	0	1	0	0	1	1	3	25	0
	HV%	-	2%	3%	0%	-	0%	2%	8%	-	0%	1%	0%	-	2%	1%	6%	3%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
	3:00 PM	4	2	0	1	7	0	0	0	0	0	0	3	0	0	0	3		
	3:15 PM	2	4	0	2	8	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	1	1	1	1	4	0	0	0	0	0	0	0	1	1	0	2		
	3:45 PM	1	4	0	1	6	0	0	0	0	0	0	4	1	1	0	6		
	4:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	1	2	2	7		
	4:15 PM	0	4	0	1	5	0	0	0	0	0	0	0	0	1	0	1		
	4:30 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	1	1	2		
	4:45 PM	2	0	0	0	2	0	0	0	0	0	0	5	2	1	0	8		
	5:00 PM	1	1	0	0	2	0	0	0	0	0	0	4	2	0	0	6		
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2		
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	1	1	4		
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	3	1	4		
Count Total		14	23	1	6	44	0	0	0	0	0	0	18	11	11	5	45		
Peak Hour		8	11	1	5	25	0	0	0	0	0	0	4	5	2	0	11		

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	1st St				1st St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	1	3	0	0	0	1	1	0	0	0	0	0	0	1	0	7	0
3:15 PM	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	2	8	0
3:30 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	4	0
3:45 PM	0	0	1	0	0	0	2	2	0	0	0	0	0	0	1	0	6	25
4:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	20
4:15 PM	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	1	5	17
4:30 PM	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	5	18
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
5:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	14
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	10
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	6
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5
Count Total	0	1	13	0	0	1	13	9	0	0	1	0	0	1	1	4	44	0
Peak Hour	0	1	7	0	0	0	6	5	0	0	1	0	0	1	1	3	25	0

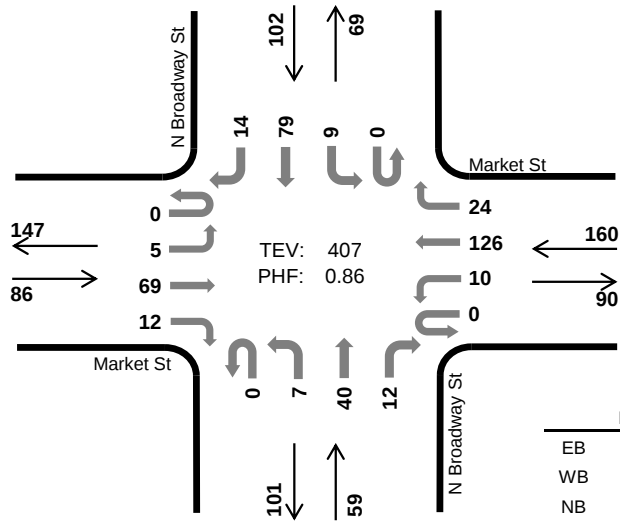
Three-Hour Count Summaries - Bikes																		
Interval Start	1st St			1st St			N Broadway St			N Broadway St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

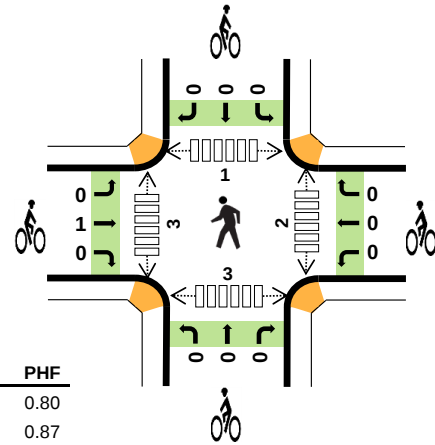
N Broadway St Market St



Peak Hour



Date: 06/11/2024
Count Period: 6:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.0%	0.80
WB	3.1%	0.87
NB	3.4%	0.78
SB	1.0%	0.64
TOTAL	2.0%	0.86

Three-Hour Count Summaries

Interval Start		Market St				Market St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
8:00 AM		0	0	17	3	0	2	31	6	0	3	5	4	0	1	15	5	92	0
8:15 AM		0	1	22	4	0	2	36	2	0	1	11	1	0	0	13	0	93	0
8:30 AM		0	3	8	2	0	1	26	8	0	1	9	5	0	5	30	5	103	0
8:45 AM		0	1	22	3	0	5	33	8	0	2	15	2	0	3	21	4	119	407
Peak Hour	All	0	5	69	12	0	10	126	24	0	7	40	12	0	9	79	14	407	0
	HV	0	0	0	0	0	1	3	1	0	0	2	0	0	0	1	0	8	0
	HV%	-	0%	0%	0%	-	10%	2%	4%	-	0%	5%	0%	-	0%	1%	0%	2%	0

Note: For all three-hour count summary, see next page.

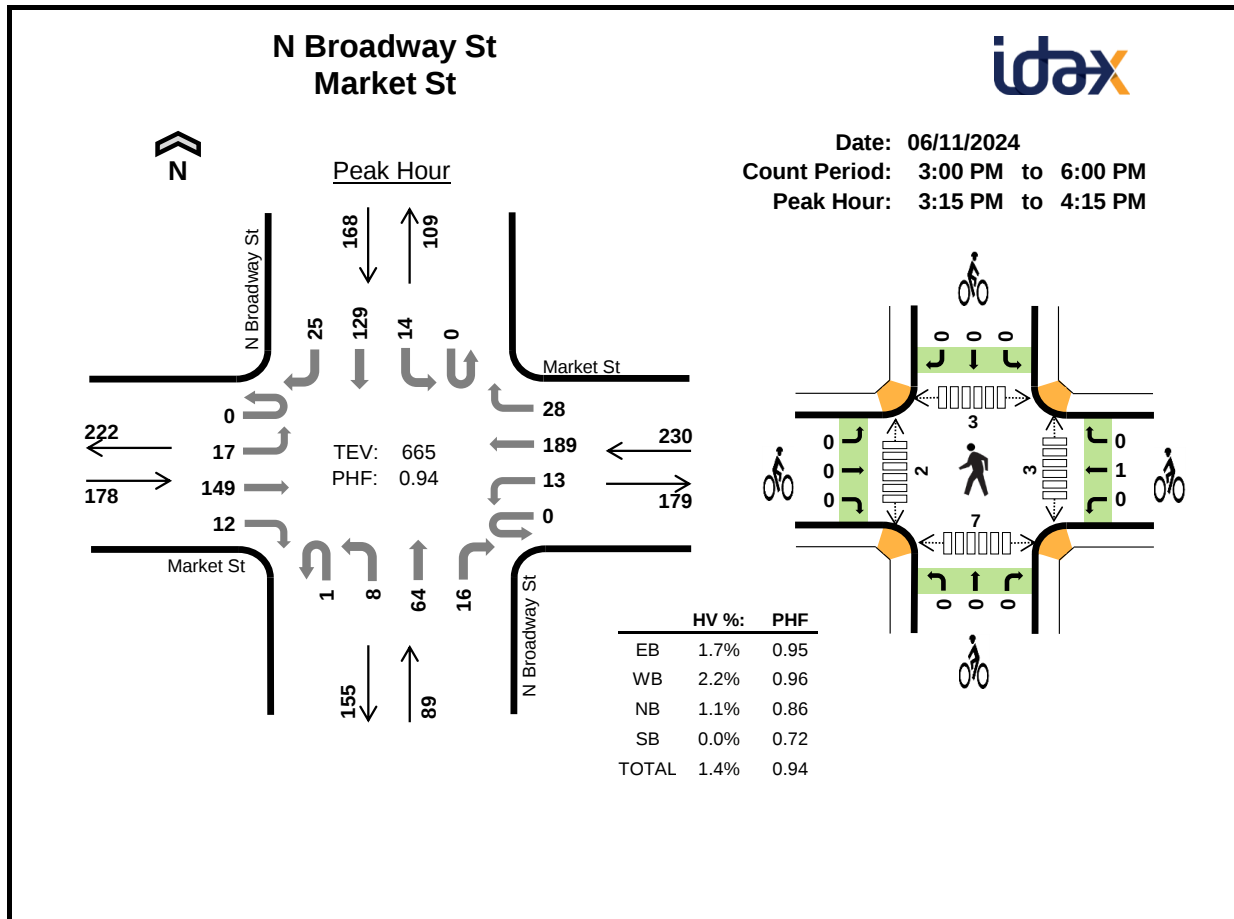
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	2	0	0	2	0	0	0	0	0	2	1	0	1	4
8:45 AM	0	1	2	1	4	1	0	0	0	1	0	2	0	2	4
Peak Hour	0	5	2	1	8	1	0	0	0	1	2	3	1	3	9

Three-Hour Count Summaries																			
Interval Start		Market St				Market St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
6:00 AM		0	0	0	1	0	0	9	1	0	0	0	0	0	0	6	0	17	
6:15 AM		0	0	0	5	1	1	0	7	0	0	0	1	0	0	1	7	24	
6:30 AM		0	2	6	0	0	0	9	1	0	0	2	0	0	1	10	5	36	
6:45 AM		0	1	5	0	0	0	15	1	0	0	6	3	0	0	8	1	40	
7:00 AM		0	1	10	1	0	0	14	1	0	0	4	0	0	3	18	2	54	
7:15 AM		0	2	7	1	0	0	20	3	0	0	7	4	0	1	21	0	66	
7:30 AM		0	2	10	0	0	0	24	1	0	0	14	5	0	4	23	0	83	
7:45 AM		0	1	18	1	0	1	33	13	0	1	14	4	0	3	24	5	118	
8:00 AM		0	0	17	3	0	2	31	6	0	3	5	4	0	1	15	5	92	
8:15 AM		0	1	22	4	0	2	36	2	0	1	11	1	0	0	13	0	93	
8:30 AM		0	3	8	2	0	1	26	8	0	1	9	5	0	5	30	5	103	
8:45 AM		0	1	22	3	0	5	33	8	0	2	15	2	0	3	21	4	119	
Count Total		0	14	130	17	1	11	257	45	0	8	88	28	0	22	196	28	845	
Peak Hour	All	0	5	69	12	0	10	126	24	0	7	40	12	0	9	79	14	407	
	HV	0	0	0	0	0	1	3	1	0	0	2	0	0	0	1	0	8	
	HV%	-	0%	0%	0%	-	10%	2%	4%	-	0%	5%	0%	-	0%	1%	0%	2%	
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
6:00 AM		0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM		0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	
6:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM		1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
7:45 AM		0	2	0	0	2	0	0	0	0	0	0	0	4	1	0	4	9	
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM		0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	
8:30 AM		0	2	0	0	2	0	0	0	0	0	0	0	2	1	0	1	4	
8:45 AM		0	1	2	1	4	1	0	0	0	0	1	0	0	2	0	2	4	
Count Total		2	8	2	2	14	1	0	0	0	0	1	0	6	4	3	8	21	
Peak Hour		0	5	2	1	8	1	0	0	0	0	1	0	2	3	1	3	9	

Three-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Market St				Market St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	4
8:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	6
8:45 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	4	8
Count Total	0	0	2	0	0	1	6	1	0	0	2	0	0	0	2	0	0	14	0
Peak Hour	0	0	0	0	0	1	3	1	0	0	2	0	0	0	1	0	0	8	0

Three-Hour Count Summaries - Bikes																		
Interval Start	Market St				Market St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
6:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
6:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
6:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
6:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:45 AM	0	1	0		0	0	0		0	0	0		0	0	0		1	1
Count Total	0	1	0		0	0	0		0	0	0		0	0	0		1	0
Peak Hour	0	1	0		0	0	0		0	0	0		0	0	0		1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Three-Hour Count Summaries**

Interval Start		Market St				Market St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:15 PM		0	6	36	1	0	2	50	7	0	3	10	3	0	8	43	7	176	0
3:30 PM		0	4	37	4	0	4	46	10	0	3	15	5	0	2	23	7	160	0
3:45 PM		0	4	35	4	0	3	53	3	1	0	19	4	0	2	27	6	161	0
4:00 PM		0	3	41	3	0	4	40	8	0	2	20	4	0	2	36	5	168	665
Peak Hour	All	0	17	149	12	0	13	189	28	1	8	64	16	0	14	129	25	665	0
	HV	0	0	3	0	0	0	5	0	0	0	1	0	0	0	0	0	9	0
	HV%	-	0%	2%	0%	-	0%	3%	0%	0%	0%	2%	0%	-	0%	0%	0%	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:15 PM	1	2	0	0	3	0	0	0	0	0	0	1	2	2	5
3:30 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	2	2
3:45 PM	2	0	0	0	2	0	1	0	0	1	2	1	1	2	6
4:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Peak Hour	3	5	1	0	9	0	1	0	0	1	3	2	3	7	15

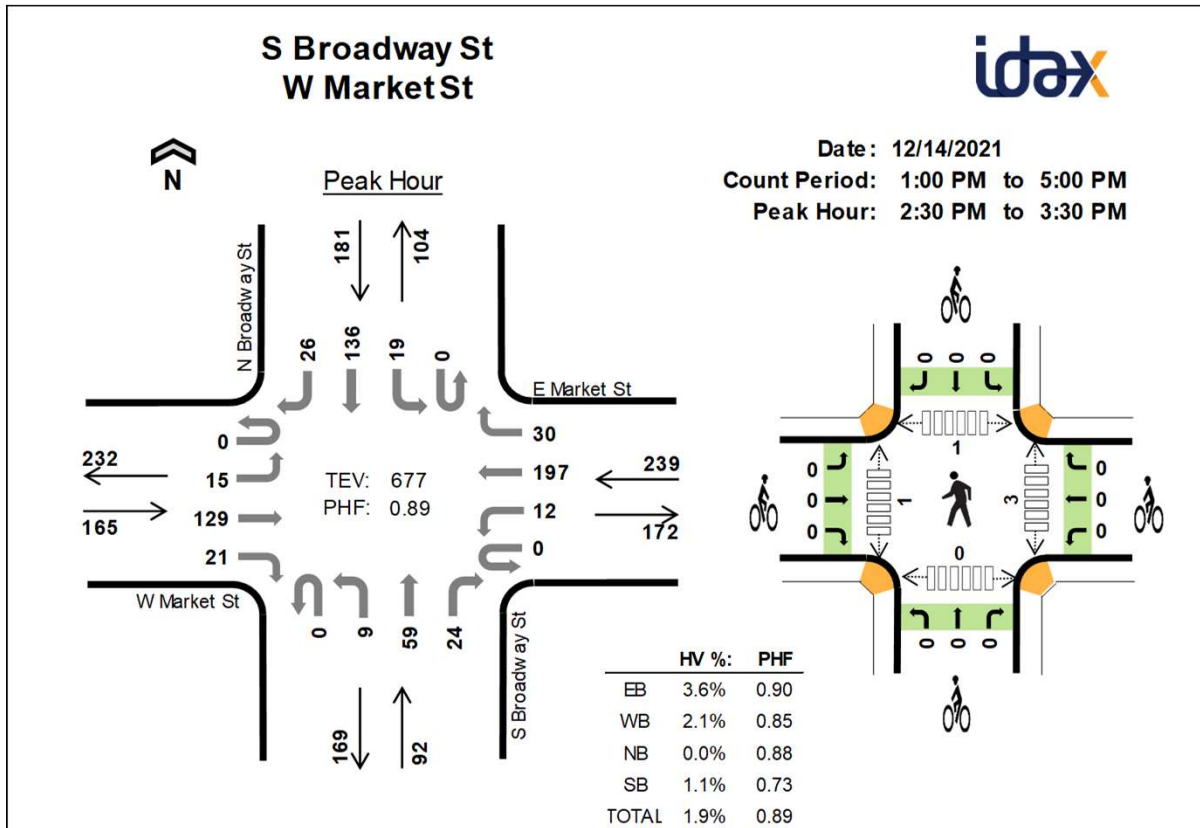
Three-Hour Count Summaries																			
Interval Start		Market St				Market St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	3:00 PM	0	3	29	4	0	4	40	11	1	1	21	3	0	2	24	5	148	0
	3:15 PM	0	6	36	1	0	2	50	7	0	3	10	3	0	8	43	7	176	0
	3:30 PM	0	4	37	4	0	4	46	10	0	3	15	5	0	2	23	7	160	0
	3:45 PM	0	4	35	4	0	3	53	3	1	0	19	4	0	2	27	6	161	645
	4:00 PM	0	3	41	3	0	4	40	8	0	2	20	4	0	2	36	5	168	665
	4:15 PM	0	2	36	5	0	1	43	10	0	2	13	1	0	8	35	11	167	656
	4:30 PM	0	5	28	4	0	0	48	8	0	3	17	3	0	2	31	5	154	650
	4:45 PM	0	3	28	3	0	8	43	3	0	0	14	7	0	5	39	4	157	646
	5:00 PM	0	5	34	8	0	2	45	11	0	2	10	7	0	3	35	5	167	645
	5:15 PM	0	3	27	5	0	1	46	8	0	2	20	2	0	2	29	0	145	623
	5:30 PM	0	4	31	2	0	1	40	2	0	2	8	4	0	4	21	3	122	591
	5:45 PM	0	1	22	1	0	0	32	0	0	0	15	1	0	4	25	2	103	537
Count Total		0	43	384	44	0	30	526	81	2	20	182	44	0	44	368	60	1,828	0
Peak Hour	All	0	17	149	12	0	13	189	28	1	8	64	16	0	14	129	25	665	0
	HV	0	0	3	0	0	0	5	0	0	0	1	0	0	0	0	0	9	0
	HV%	-	0%	2%	0%	-	0%	3%	0%	0%	0%	2%	0%	-	0%	0%	0%	1%	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
	3:00 PM	0	3	0	3	6	0	0	0	0	0	2	3	1	3	9			
	3:15 PM	1	2	0	0	3	0	0	0	0	0	0	1	2	2	5			
	3:30 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	2	2			
	3:45 PM	2	0	0	0	2	0	1	0	0	1	2	1	1	2	6			
	4:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2			
	4:15 PM	0	1	0	1	2	0	0	0	0	0	0	0	2	1	3			
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	3	4			
	4:45 PM	0	0	0	0	0	0	0	0	0	0	4	2	3	6	15			
	5:00 PM	0	1	0	0	1	0	0	0	0	0	3	0	1	3	7			
	5:15 PM	1	1	0	0	2	0	0	0	0	0	2	0	0	1	3			
	5:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2			
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0			
Count Total		4	14	1	4	23	0	1	0	0	1	15	9	10	24	58			
Peak Hour		3	5	1	0	9	0	1	0	0	1	3	2	3	7	15			

Three-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Market St				Market St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	1	1	1	6	0
3:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
3:30 PM	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3	0
3:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	9
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	8
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	4
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5
Count Total	0	0	4	0	0	1	13	0	0	0	1	0	0	1	2	1	23	0
Peak Hour	0	0	3	0	0	0	5	0	0	0	1	0	0	0	0	0	9	0

Three-Hour Count Summaries - Bikes																	
Interval Start	Market St			Market St			N Broadway St			N Broadway St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0		
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0		

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

2021 TMC Data



Four-Hour Count Summaries

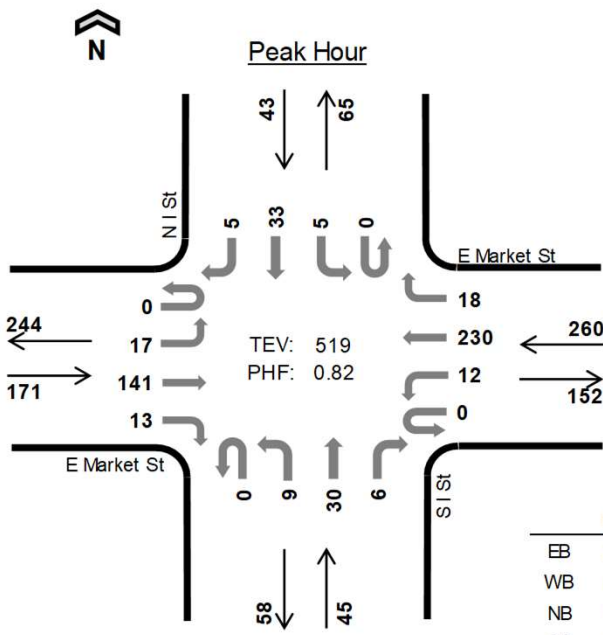
Interval Start	W Market St				E Market St				S Broadway St				N Broadway St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	0	37	4	0	3	50	3	0	0	14	9	0	3	21	5	149	0
1:15 PM	0	1	31	3	0	2	41	2	0	3	8	5	0	0	25	4	125	0
1:30 PM	0	1	32	7	0	2	53	6	0	1	16	9	0	3	20	5	155	0
1:45 PM	0	1	33	2	0	2	45	4	0	2	11	6	0	11	14	7	138	567
2:00 PM	0	1	21	3	0	7	42	5	0	1	16	6	0	3	15	4	124	542
2:15 PM	0	2	24	2	0	7	39	3	0	3	18	3	0	4	24	7	136	553
2:30 PM	0	6	34	6	0	3	54	4	0	0	13	6	0	4	18	3	151	549
2:45 PM	0	3	26	8	0	3	50	17	0	3	16	7	0	7	43	7	190	601
3:00 PM	0	3	34	3	0	3	46	6	0	2	14	6	0	2	29	6	154	631
3:15 PM	0	3	35	4	0	3	47	3	0	4	16	5	0	6	46	10	182	677
3:30 PM	0	4	30	6	0	1	52	4	0	2	11	4	0	6	24	3	147	673
3:45 PM	0	1	29	3	0	3	36	4	2	0	14	5	0	2	22	5	126	609
4:00 PM	0	3	27	4	0	3	36	6	0	3	14	7	0	1	28	5	137	592
4:15 PM	0	4	30	3	0	2	37	5	0	3	19	5	0	5	21	2	136	546
4:30 PM	0	3	37	2	0	2	44	7	0	1	15	2	0	5	32	4	154	553
4:45 PM	0	5	38	3	0	3	32	3	0	1	17	3	0	6	29	5	145	572
Count Total	0	41	498	63	0	49	704	82	2	29	232	88	0	68	411	82	2,349	0

Peak Hour	All	0	15	129	21	0	12	197	30	0	9	59	24	0	19	136	26	677	0
	HV	0	0	6	0	0	0	3	2	0	0	0	0	0	0	2	0	13	0
	HV%	-	0%	5%	0%	-	0%	2%	7%	-	0%	0%	0%	-	0%	1%	0%	2%	0

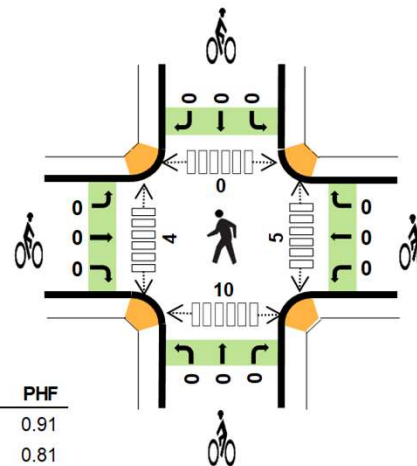
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:30 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1
1:45 PM	1	1	0	1	3	0	0	0	0	0	1	1	0	0	2
2:00 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2
2:15 PM	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3
2:30 PM	3	1	0	1	5	0	0	0	0	0	1	0	0	0	1
2:45 PM	1	4	0	0	5	0	0	0	0	0	2	0	0	0	2
3:00 PM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0
3:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2
3:30 PM	0	1	0	1	2	0	0	0	0	0	0	1	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	0	0	5	1	0	0	6
4:30 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	1	0	1	2	0	1	0	0	1	0	0	0	0	0
Count Total	11	15	1	6	33	0	1	0	0	1	13	10	1	0	24
Peak Hour	6	5	0	2	13	0	0	0	0	0	3	1	1	0	5

S I St E Market St



Date: 12/14/2021
Count Period: 1:00 PM to 5:00 PM
Peak Hour: 2:30 PM to 3:30 PM



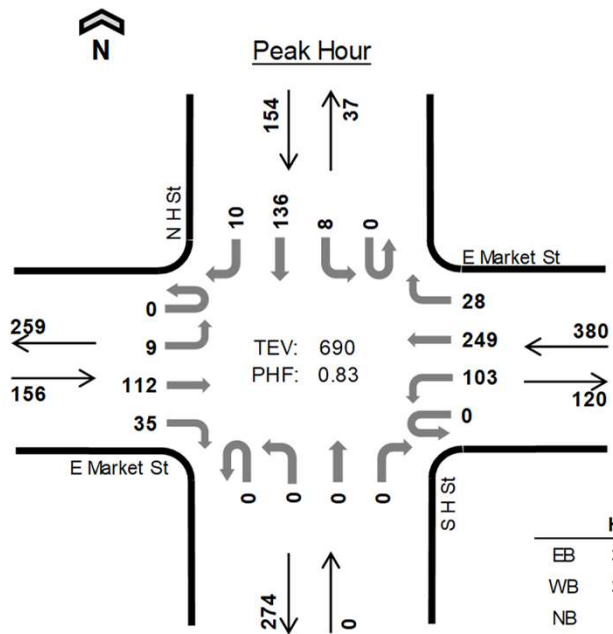
	HV %:	PHF
EB	2.9%	0.91
WB	1.9%	0.81
NB	0.0%	0.66
SB	0.0%	0.47
TOTAL	1.9%	0.82

Four-Hour Count Summaries

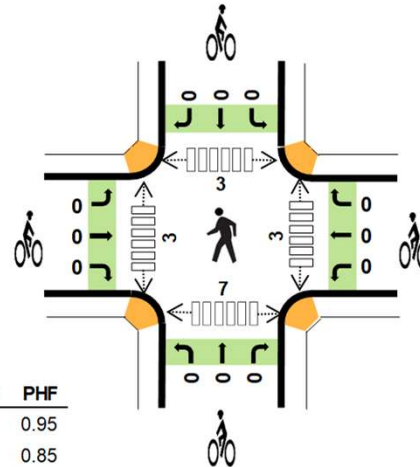
Interval Start		E Market St				E Market St				S I St				N I St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM		0	6	42	3	0	1	57	7	0	1	4	5	0	1	4	0	131	0
1:15 PM		0	0	34	3	0	2	44	0	0	3	4	3	0	0	4	0	97	0
1:30 PM		0	1	33	9	0	1	58	5	0	2	3	0	0	2	4	0	118	0
1:45 PM		0	4	38	7	0	0	50	5	0	0	1	3	0	1	3	0	112	458
2:00 PM		0	4	27	1	0	2	51	2	0	3	2	3	0	2	2	2	101	428
2:15 PM		0	4	27	2	0	1	47	1	0	1	4	6	0	0	5	2	100	431
2:30 PM		0	4	34	4	0	2	60	6	0	2	12	3	0	1	3	2	133	446
2:45 PM		0	4	33	3	0	5	70	5	0	1	11	3	0	3	18	2	158	492
3:00 PM		0	3	35	4	0	2	52	3	0	2	3	0	0	0	6	0	110	501
3:15 PM		0	6	39	2	0	3	48	4	0	4	4	0	0	1	6	1	118	519
3:30 PM		0	2	35	4	0	2	56	3	0	1	3	6	0	3	4	2	121	507
3:45 PM		0	2	32	4	0	1	40	2	0	1	5	2	0	2	5	0	96	445
4:00 PM		0	2	30	2	0	2	40	2	0	3	3	3	0	0	2	1	90	425
4:15 PM		0	3	36	2	0	0	43	1	0	1	4	1	0	0	3	2	96	403
4:30 PM		0	0	39	7	0	1	54	6	0	1	5	0	0	0	7	0	120	402
4:45 PM		0	1	45	0	0	2	39	1	0	1	6	0	0	0	3	0	98	404
Count Total		0	46	559	57	0	27	809	53	0	27	74	38	0	16	79	14	1,799	0
	All	0	17	141	13	0	12	230	18	0	9	30	6	0	5	33	5	519	0

Peak Hour	HV	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	10	0	
	HV%	-	0%	4%	0%	-	0%	2%	0%	-	0%	0%	0%	-	0%	0%	0%	2%	0	
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																				
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)									
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total					
1:00 PM	2	4	1	0	7	0	0	0	0	0	4	0	1	0	5					
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2					
1:30 PM	0	1	1	0	2	0	0	0	0	0	3	2	0	5	10					
1:45 PM	1	1	0	0	2	0	0	0	0	0	3	0	0	4	7					
2:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2					
2:15 PM	0	0	0	0	0	0	0	0	0	0	7	1	0	8	16					
2:30 PM	3	1	0	0	4	0	0	0	0	0	0	1	0	1	2					
2:45 PM	1	4	0	0	5	0	0	0	0	0	1	3	0	3	7					
3:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6					
3:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	3	4					
3:30 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	2	5					
3:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4					
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	2	8					
4:15 PM	0	1	0	0	1	0	0	0	0	0	4	3	2	2	11					
4:30 PM	2	1	0	0	3	0	0	0	0	0	2	1	2	1	6					
4:45 PM	1	1	0	0	2	0	1	0	0	1	1	1	0	3	5					
Count Total	11	18	2	0	31	0	1	0	0	1	34	20	5	41	100					
Peak Hour	5	5	0	0	10	0	0	0	0	0	5	4	0	10	19					

S H St E Market St



Date: 12/14/2021
Count Period: 1:00 PM to 5:00 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	3.2%	0.95
WB	3.4%	0.85
NB	-	-
SB	4.5%	0.68
TOTAL	3.6%	0.83

Four-Hour Count Summaries

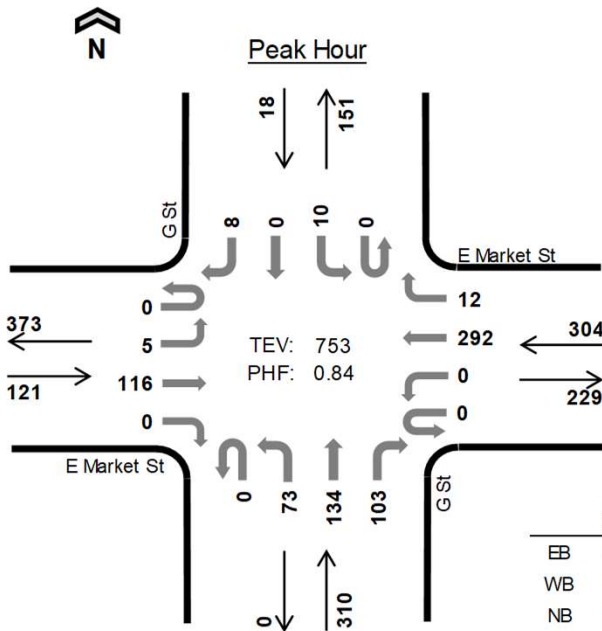
Interval Start	E Market St				E Market St				S H St				N H St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	4	30	12	0	24	57	7	0	0	0	0	0	3	22	5	164	0
1:15 PM	0	1	23	12	0	23	41	3	0	0	0	0	0	1	15	1	120	0
1:30 PM	0	0	24	10	0	18	61	6	0	0	0	0	0	2	13	4	138	0
1:45 PM	0	2	27	11	0	21	52	6	0	0	0	0	0	1	13	2	135	557
2:00 PM	0	1	21	9	0	18	54	6	0	0	0	0	0	0	19	3	131	524
2:15 PM	0	2	22	10	0	20	48	8	0	0	0	0	0	0	29	0	139	543
2:30 PM	0	5	30	5	0	20	67	7	0	0	0	0	0	0	22	3	159	564
2:45 PM	0	0	29	10	0	25	75	12	0	0	0	0	0	2	52	3	208	637
3:00 PM	0	2	25	9	0	30	55	3	0	0	0	0	0	3	35	2	164	670
3:15 PM	0	2	28	11	0	28	52	6	0	0	0	0	0	3	27	2	159	690
3:30 PM	0	3	21	17	0	21	56	5	0	0	0	0	0	2	22	2	149	680
3:45 PM	0	3	20	13	0	11	41	6	0	0	0	0	0	1	24	0	119	591
4:00 PM	0	7	15	12	0	24	44	11	0	0	0	0	0	1	23	2	139	566
4:15 PM	0	6	26	7	0	32	43	5	0	0	0	0	0	3	22	2	146	553
4:30 PM	0	4	26	9	0	25	58	6	0	0	0	0	0	0	37	4	169	573
4:45 PM	0	4	32	13	0	25	39	4	0	0	0	0	0	0	24	3	144	598

Count Total		0	46	399	170	0	365	843	101	0	0	0	0	0	22	399	38	2,383	0
Peak Hour	All	0	9	112	35	0	103	249	28	0	0	0	0	0	8	136	10	690	0
	HV	0	0	3	2	0	8	5	0	0	0	0	0	0	0	7	0	25	0
	HV%	-	0%	3%	6%	-	8%	2%	0%	-	-	-	-	-	0%	5%	0%	4%	0

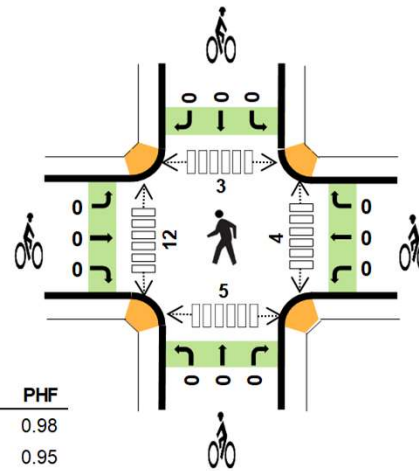
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	1	6	0	2	9	0	0	0	0	0	0	1	0	2	3
1:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	2	2
1:30 PM	0	6	0	2	8	0	0	0	0	0	2	0	0	2	4
1:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	2	2
2:00 PM	0	4	0	2	6	0	0	0	0	0	0	2	2	3	7
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	6	8
2:30 PM	3	5	0	1	9	0	0	0	0	0	0	0	2	2	4
2:45 PM	1	5	0	3	9	0	0	0	0	0	1	0	0	2	3
3:00 PM	0	3	0	2	5	0	0	0	0	0	1	3	1	1	6
3:15 PM	1	0	0	1	2	0	0	0	0	0	1	0	0	2	3
3:30 PM	0	6	0	2	8	0	0	0	0	0	0	2	0	1	3
3:45 PM	0	1	0	0	1	0	0	0	0	0	2	2	2	4	10
4:00 PM	0	5	0	2	7	0	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	1	1	0	0	0	0	0	3	0	2	2	7
4:30 PM	2	5	0	0	7	0	0	0	0	0	0	0	4	0	4
4:45 PM	1	1	0	0	2	0	1	0	0	1	3	0	1	1	5
Count Total	9	53	0	18	80	0	1	0	0	1	14	11	14	33	72
Peak Hour	5	13	0	7	25	0	0	0	0	0	3	3	3	7	16

G St E Market St



Date: 12/14/2021
Count Period: 1:00 PM to 5:00 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	2.5%	0.98
WB	1.3%	0.95
NB	5.5%	0.72
SB	0.0%	0.64
TOTAL	3.2%	0.84

Four-Hour Count Summaries

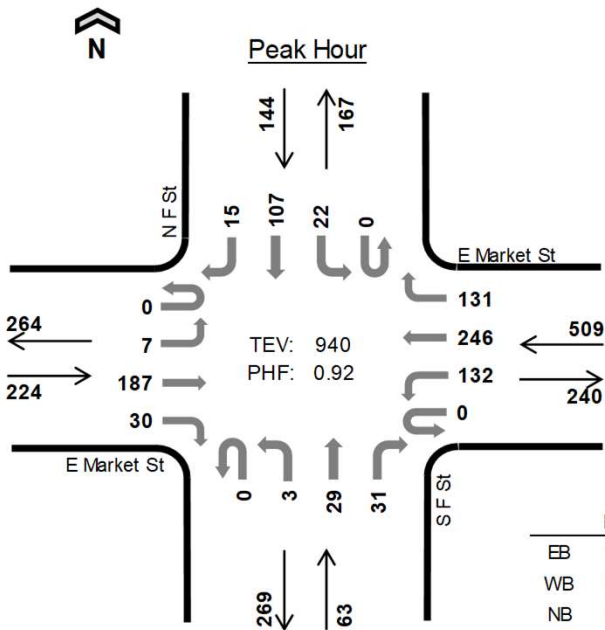
Interval Start	E Market St				E Market St				G St				G St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	1	32	0	0	0	69	1	0	15	13	18	0	2	0	2	153	0
1:15 PM	0	3	25	0	0	0	55	2	0	9	16	23	0	1	0	1	135	0
1:30 PM	0	1	24	0	0	0	57	6	0	24	15	20	0	0	0	2	149	0
1:45 PM	0	1	28	0	0	0	63	1	0	15	15	17	0	1	0	1	142	579
2:00 PM	0	2	19	0	0	0	57	3	0	16	25	19	0	4	0	1	146	572
2:15 PM	0	2	20	0	0	0	63	3	0	10	22	30	0	0	0	2	152	589
2:30 PM	0	2	29	0	0	0	75	3	0	18	40	32	0	1	0	1	201	641
2:45 PM	0	1	29	0	0	0	78	2	0	28	49	31	0	3	0	4	225	724
3:00 PM	0	2	27	0	0	0	72	6	0	16	25	23	0	3	0	0	174	752
3:15 PM	0	0	31	0	0	0	67	1	0	11	20	17	0	3	0	3	153	753
3:30 PM	0	0	23	0	0	0	59	1	0	19	24	34	0	0	0	0	160	712
3:45 PM	0	1	22	0	0	0	48	3	0	11	30	19	0	4	0	0	138	625
4:00 PM	0	1	17	0	0	0	52	2	0	22	21	38	0	2	0	2	157	608
4:15 PM	0	1	27	0	0	0	62	3	0	12	38	39	0	0	0	4	186	641

4:30 PM		0	1	25	0	0	0	67	2	0	18	41	37	0	2	0	2	195	676
4:45 PM		0	1	33	0	0	0	48	3	0	16	20	26	0	4	0	1	152	690
Count Total		0	20	411	0	0	0	992	42	0	260	414	423	0	30	0	26	2,618	0
Peak Hour	All	0	5	116	0	0	0	292	12	0	73	134	103	0	10	0	8	753	0
	HV	0	0	3	0	0	0	4	0	0	9	7	1	0	0	0	0	24	0
	HV%	-	0%	3%	-	-	-	1%	0%	-	12%	5%	1%	-	0%	-	0%	3%	0

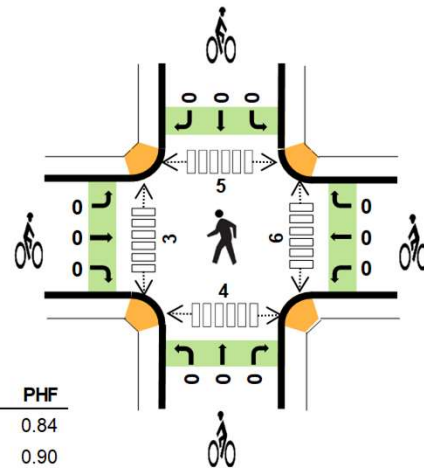
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	2	3	4	0	9	0	0	0	0	0	1	2	0	1	4
1:15 PM	0	2	1	0	3	0	0	0	0	0	1	2	0	2	5
1:30 PM	0	3	8	0	11	0	0	0	0	0	0	1	1	1	3
1:45 PM	1	2	2	0	5	0	0	0	0	0	0	2	2	1	5
2:00 PM	0	1	4	0	5	0	0	0	0	0	1	1	1	1	4
2:15 PM	0	1	4	0	5	0	0	0	0	0	1	2	0	2	5
2:30 PM	3	1	4	0	8	0	0	0	0	0	1	4	0	0	5
2:45 PM	0	3	10	0	13	0	0	0	0	0	1	6	2	1	10
3:00 PM	0	0	3	0	3	0	0	0	0	0	1	1	1	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	4	6
3:30 PM	1	1	6	0	8	0	0	0	0	0	2	0	0	2	4
3:45 PM	0	1	0	0	1	0	0	0	0	0	3	2	0	0	5
4:00 PM	1	2	5	0	8	0	0	0	0	0	1	0	7	0	8
4:15 PM	0	0	2	0	2	0	0	0	0	0	2	2	0	3	7
4:30 PM	2	2	3	0	7	0	0	0	0	0	4	3	2	2	11
4:45 PM	1	1	0	0	2	0	0	0	0	0	3	4	2	5	14
Count Total	11	23	56	0	90	0	0	0	0	0	23	33	18	25	99
Peak Hour	3	4	17	0	24	0	0	0	0	0	4	12	3	5	24

**S F St
E Market St**



Date: 12/14/2021
Count Period: 1:00 PM to 5:00 PM
Peak Hour: 2:45 PM to 3:45 PM



	HV %:	PHF
EB	0.9%	0.84
WB	0.8%	0.90
NB	0.0%	0.93
SB	2.8%	0.73
TOTAL	1.1%	0.92

Four-Hour Count Summaries

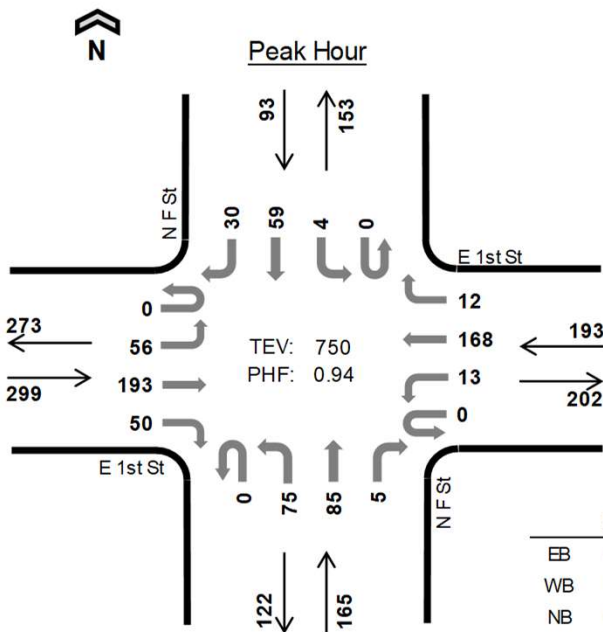
Interval Start	E Market St				E Market St				S F St				N F St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	1	42	8	0	27	60	17	0	0	7	4	0	4	11	2	183	0
1:15 PM	0	1	41	9	0	21	57	25	0	1	4	7	0	5	13	4	188	0
1:30 PM	0	0	36	4	0	28	51	30	0	1	5	6	0	1	18	4	184	0
1:45 PM	0	1	41	9	0	31	60	19	0	2	3	7	0	1	17	1	192	747
2:00 PM	0	2	33	6	0	36	53	22	0	0	4	8	0	2	16	5	187	751
2:15 PM	0	0	40	4	0	38	59	23	0	2	6	6	0	6	26	4	214	777
2:30 PM	0	4	50	2	0	29	65	28	0	2	4	6	0	2	14	6	212	805
2:45 PM	0	2	58	7	0	32	67	32	0	2	9	4	0	7	30	5	255	868
3:00 PM	0	2	39	6	0	43	65	34	0	1	6	10	0	6	39	4	255	936
3:15 PM	0	1	36	10	0	25	62	32	0	0	7	10	0	6	22	4	215	937
3:30 PM	0	2	54	7	0	32	52	33	0	0	7	7	0	3	16	2	215	940
3:45 PM	0	4	34	11	0	26	48	23	0	0	7	4	0	4	22	4	187	872

4:00 PM		0	2	50	4	0	41	51	26	0	0	5	4	0	5	24	0	212	829
4:15 PM		0	2	57	6	0	31	57	29	0	1	4	10	0	5	19	2	223	837
4:30 PM		0	6	56	6	0	28	61	41	0	0	4	11	0	4	20	1	238	860
4:45 PM		0	1	48	8	0	32	45	38	0	0	9	14	0	5	35	1	236	909
Count Total		0	31	715	107	0	500	913	452	0	12	91	118	0	66	342	49	3,396	0
Peak Hour	All	0	7	187	30	0	132	246	131	0	3	29	31	0	22	107	15	940	0
	HV	0	0	2	0	0	2	2	0	0	0	0	0	0	1	3	0	10	0
	HV%	-	0%	1%	0%	-	2%	1%	0%	-	0%	0%	0%	-	5%	3%	0%	1%	0

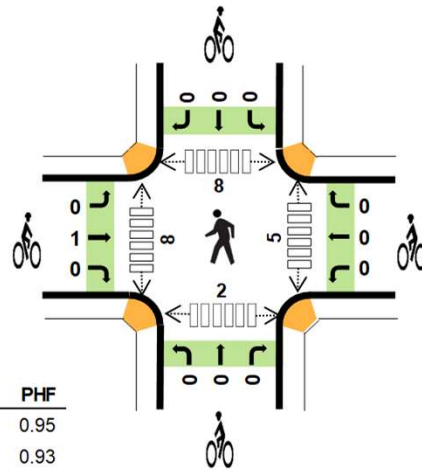
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	2	4	0	0	6	0	0	0	0	0	0	0	0	2	2
1:15 PM	0	4	1	1	6	0	0	0	0	0	1	1	0	1	3
1:30 PM	1	3	0	1	5	0	0	0	0	0	0	0	1	2	3
1:45 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
2:00 PM	1	0	0	1	2	0	0	0	0	0	1	0	1	1	3
2:15 PM	2	1	0	0	3	0	0	0	0	0	2	0	2	1	5
2:30 PM	2	3	0	0	5	0	0	0	0	0	0	1	1	0	2
2:45 PM	1	2	0	4	7	0	0	0	0	0	1	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:15 PM	0	1	0	0	1	0	0	0	0	0	5	0	2	3	10
3:30 PM	1	1	0	0	2	0	0	0	0	0	0	2	3	1	6
3:45 PM	0	1	0	2	3	0	0	0	0	0	0	1	1	0	2
4:00 PM	1	4	0	0	5	0	0	0	0	0	0	1	2	0	3
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
4:30 PM	2	2	0	0	4	0	0	0	0	0	2	2	2	2	8
4:45 PM	1	1	0	1	3	0	0	0	0	0	1	0	0	3	4
Count Total	15	30	1	10	56	0	0	0	0	0	13	9	15	17	54
Peak Hour	2	4	0	4	10	0	0	0	0	0	6	3	5	4	18

**N F St
E 1st St**



Date: 12/14/2021
Count Period: 1:00 PM to 5:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	2.0%	0.95
WB	1.0%	0.93
NB	0.0%	0.86
SB	1.1%	0.86
TOTAL	1.2%	0.94

Four-Hour Count Summaries

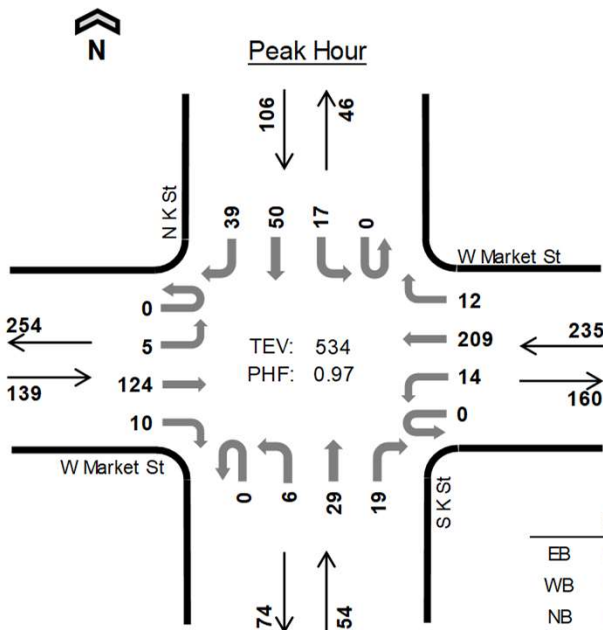
Interval Start	E 1st St				E 1st St				N F St				N F St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	17	30	8	0	1	44	1	0	14	11	4	0	1	8	8	147	0
1:15 PM	0	6	23	9	0	4	31	2	0	12	21	1	0	0	8	8	125	0
1:30 PM	0	4	31	4	0	5	30	2	0	21	9	2	0	0	14	8	130	0
1:45 PM	0	9	30	4	0	2	28	4	0	12	7	3	0	1	11	13	124	526
2:00 PM	0	10	26	11	0	4	42	1	0	11	9	2	0	1	10	9	136	515
2:15 PM	0	8	26	13	0	4	34	3	0	17	10	4	0	0	12	14	145	535
2:30 PM	0	9	31	6	0	7	41	1	0	15	17	5	0	1	9	6	148	553
2:45 PM	0	15	52	11	0	2	38	2	0	16	22	2	0	1	26	20	207	636
3:00 PM	0	8	38	10	0	4	51	2	0	16	20	4	0	0	31	7	191	691
3:15 PM	0	12	41	15	0	5	46	6	0	24	12	1	0	2	11	8	183	729

3:30 PM		0	13	44	7	0	2	41	2	0	20	17	3	0	1	9	3	162	743
3:45 PM		0	14	37	10	0	4	38	2	0	13	15	4	0	1	16	12	166	702
4:00 PM		0	18	46	12	0	3	41	3	0	15	17	1	0	1	17	6	180	691
4:15 PM		0	16	50	12	0	1	44	3	0	13	22	1	0	0	14	7	183	691
4:30 PM		0	9	49	8	0	3	46	3	0	25	21	2	0	1	11	9	187	716
4:45 PM		0	13	48	18	0	6	37	3	0	22	25	1	0	2	17	8	200	750
Count Total		0	181	602	158	0	57	632	40	0	266	255	40	0	13	224	146	2,614	0
Peak Hour	All	0	56	193	50	0	13	168	12	0	75	85	5	0	4	59	30	750	0
	HV	0	0	5	1	0	0	1	1	0	0	0	0	0	0	1	0	9	0
	HV%	-	0%	3%	2%	-	0%	1%	8%	-	0%	0%	0%	-	0%	2%	0%	1%	0

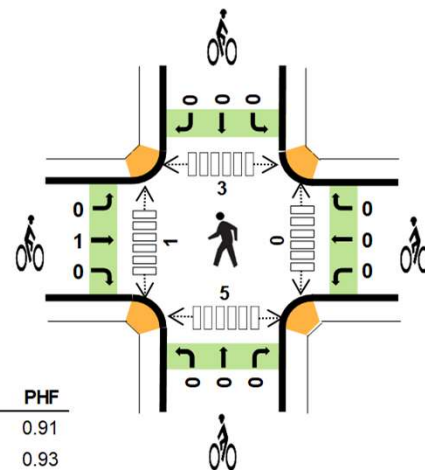
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	2	0	0	1	3	0	0	0	0	0	0	0	2	0	2
1:15 PM	0	0	0	1	1	0	0	0	0	0	1	1	3	0	5
1:30 PM	0	0	0	1	1	0	0	0	0	0	1	1	1	0	3
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	5	7
2:00 PM	0	1	0	1	2	0	0	0	0	0	3	1	3	1	8
2:15 PM	1	1	0	0	2	0	0	0	0	0	3	1	0	1	5
2:30 PM	1	1	0	1	3	0	0	0	0	0	2	0	1	1	4
2:45 PM	3	2	0	4	9	0	1	0	0	1	0	0	1	2	3
3:00 PM	2	2	0	0	4	0	0	0	0	0	1	1	1	0	3
3:15 PM	0	1	0	0	1	0	0	0	0	0	3	0	1	1	5
3:30 PM	2	0	0	0	2	0	0	0	0	0	0	2	5	0	7
3:45 PM	2	2	1	1	6	0	0	0	0	0	2	1	4	0	7
4:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1
4:15 PM	1	1	0	0	2	0	0	0	0	0	2	0	1	0	3
4:30 PM	4	0	0	0	4	0	0	0	0	0	2	7	4	1	14
4:45 PM	0	0	0	1	1	1	0	0	0	1	1	1	2	1	5
Count Total	19	12	1	11	43	1	1	0	0	2	22	16	31	13	82
Peak Hour	6	2	0	1	9	1	0	0	0	1	5	8	8	2	23

S K St W Market St



Date: 12/14/2021
Count Period: 1:00 PM to 5:00 PM
Peak Hour: 2:30 PM to 3:30 PM



	HV %:	PHF
EB	2.2%	0.91
WB	0.0%	0.93
NB	3.7%	0.68
SB	1.9%	0.83
TOTAL	1.3%	0.97

Four-Hour Count Summaries

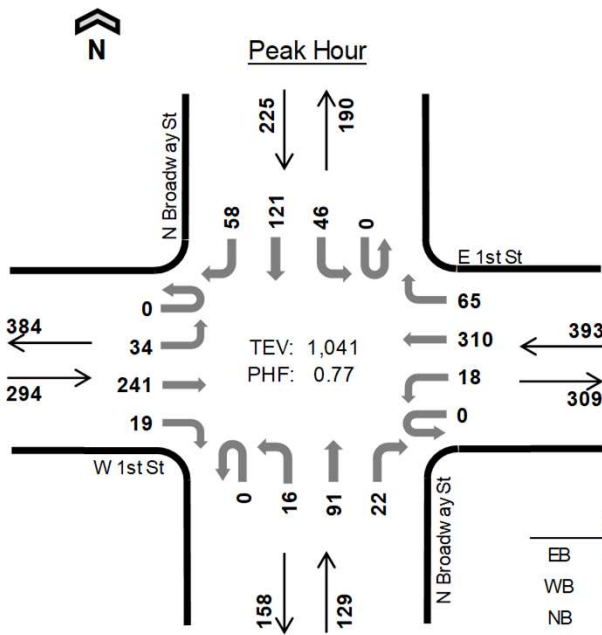
Interval Start	W Market St				W Market St				S K St				N K St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	1	29	1	0	3	53	1	0	3	5	3	0	9	12	2	122	0
1:15 PM	0	4	28	2	0	1	45	1	0	0	8	1	0	5	12	6	113	0
1:30 PM	0	3	32	1	0	3	58	7	0	3	4	2	0	8	14	7	142	0
1:45 PM	0	1	29	0	0	3	42	3	0	1	10	4	0	4	11	5	113	490
2:00 PM	0	1	25	1	0	4	43	1	0	1	8	3	0	1	11	5	104	472
2:15 PM	0	3	27	2	0	1	37	7	0	1	5	2	0	4	8	7	104	463
2:30 PM	0	2	34	2	0	1	57	4	0	2	6	2	0	3	11	8	132	453
2:45 PM	0	1	23	1	0	2	52	1	0	2	11	7	0	7	14	11	132	472

3:00 PM		0	2	31	5	0	3	49	3	0	2	9	6	0	6	12	9	137	505
3:15 PM		0	0	36	2	0	8	51	4	0	0	3	4	0	1	13	11	133	534
3:30 PM		0	0	32	0	0	3	56	2	0	3	4	4	0	5	11	3	123	525
3:45 PM		0	1	27	0	0	2	36	2	0	1	5	1	0	6	9	6	96	489
4:00 PM		0	1	30	1	0	3	37	2	0	3	6	3	0	3	12	12	113	465
4:15 PM		0	3	35	1	0	0	40	2	0	3	1	4	0	4	7	5	105	437
4:30 PM		0	2	31	1	0	2	45	1	0	2	15	2	0	4	9	10	124	438
4:45 PM		0	2	33	1	0	1	37	3	0	0	7	1	0	5	15	6	111	453
Count Total		0	27	482	21	0	40	738	44	0	27	107	49	0	75	181	113	1,904	0
Peak Hour	All	0	5	124	10	0	14	209	12	0	6	29	19	0	17	50	39	534	0
	HV	0	0	3	0	0	0	0	0	0	1	0	1	0	0	2	0	7	0
	HV%	-	0%	2%	0%	-	0%	0%	0%	-	17%	0%	5%	-	0%	4%	0%	1%	0

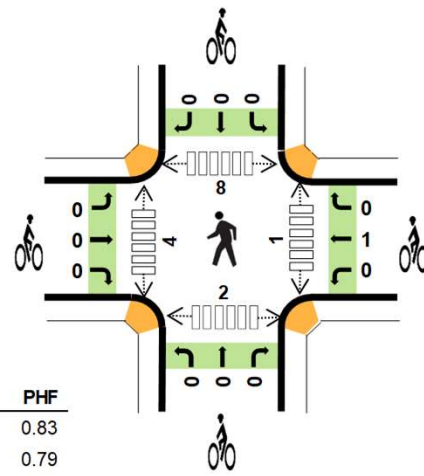
Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	1	2	1	2	6	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	1	1	0	0	0	0	0	1	0	1	0	2
1:45 PM	0	0	1	0	1	0	0	1	1	2	1	2	0	1	4
2:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2
2:15 PM	1	1	1	0	3	0	0	0	0	0	4	0	1	1	6
2:30 PM	3	0	1	1	5	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	4	5
3:15 PM	0	0	1	0	1	1	0	0	0	1	0	1	2	1	4
3:30 PM	1	1	0	0	2	0	1	0	0	1	0	2	3	2	7
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	1	0	2	0	0	0	0	0	1	0	0	2	3
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2
4:45 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1
Count Total	8	8	6	6	28	1	1	2	1	5	8	6	11	11	36
Peak Hour	3	0	2	2	7	1	0	0	0	1	0	1	3	5	9

N Broadway St W 1st St



Date: 12/14/2021
Count Period: 1:00 PM to 5:00 PM
Peak Hour: 2:45 PM to 3:45 PM



	HV %:	PHF
EB	4.1%	0.83
WB	1.3%	0.79
NB	3.9%	0.70
SB	3.6%	0.72
TOTAL	2.9%	0.77

Four-Hour Count Summaries

Interval Start	W 1st St				E 1st St				N Broadway St				N Broadway St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
1:00 PM	0	5	55	3	0	2	70	11	0	4	13	3	0	6	18	11	201	0
1:15 PM	0	6	36	3	0	1	53	9	0	5	10	1	0	6	21	10	161	0
1:30 PM	0	5	38	5	0	3	53	6	0	3	21	1	0	8	19	7	169	0
1:45 PM	0	10	53	2	0	3	58	7	0	3	14	2	0	3	17	11	183	714
2:00 PM	0	5	43	2	0	5	60	8	0	2	16	2	0	10	11	7	171	684
2:15 PM	0	8	48	6	0	3	60	9	0	3	18	3	0	5	20	9	192	715

2:30 PM		0	10	51	1	0	3	64	17	0	0	22	6	0	2	14	8	198	744
2:45 PM		0	12	74	3	0	7	99	18	0	7	35	4	0	13	43	22	337	898
3:00 PM		0	11	52	3	0	6	81	17	0	6	24	3	0	9	18	13	243	970
3:15 PM		0	5	58	8	0	5	71	13	0	3	17	8	0	17	39	10	254	1,032
3:30 PM		0	6	57	5	0	0	59	17	0	0	15	7	0	7	21	13	207	1,041
3:45 PM		0	10	55	1	0	1	65	7	0	3	17	4	0	3	22	11	199	903
4:00 PM		0	7	73	4	0	3	62	3	0	2	17	3	0	5	21	8	208	868
4:15 PM		0	5	68	0	0	2	75	7	0	7	22	7	0	9	16	4	222	836
4:30 PM		0	11	64	4	0	3	69	15	0	1	21	3	0	8	27	10	236	865
4:45 PM		0	9	74	6	0	1	63	13	0	6	22	6	0	5	22	10	237	903
Count Total		0	125	899	56	0	48	####	177	0	55	304	63	0	116	349	164	3,418	0
Peak Hour	All	0	34	241	19	0	18	310	65	0	16	91	22	0	46	121	58	1,041	0
	HV	0	2	9	1	0	0	3	2	0	0	5	0	0	3	4	1	30	0
	HV%	-	6%	4%	5%	-	0%	1%	3%	-	0%	5%	0%	-	7%	3%	2%	3%	0

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
1:00 PM	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0
1:15 PM	2	2	0	1	5	0	0	0	0	0	1	0	1	0	2
1:30 PM	1	3	0	1	5	0	0	0	0	0	0	2	0	0	2
1:45 PM	2	2	2	1	7	0	0	0	0	0	0	1	0	2	3
2:00 PM	2	0	0	0	2	0	0	0	0	0	2	1	0	1	4
2:15 PM	2	3	1	2	8	0	0	0	0	0	0	2	2	1	5
2:30 PM	1	3	0	1	5	0	0	0	0	0	0	0	0	0	0
2:45 PM	4	1	4	4	13	0	1	0	0	1	0	2	1	1	4
3:00 PM	4	2	0	1	7	0	0	0	0	0	0	1	3	1	5
3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3
3:30 PM	4	1	1	3	9	0	0	0	0	0	1	0	2	0	3
3:45 PM	2	3	0	2	7	0	0	0	0	0	0	0	1	1	2
4:00 PM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:30 PM	4	1	0	1	6	0	0	0	0	0	1	1	3	0	5
4:45 PM	0	1	1	0	2	0	0	0	0	0	0	0	2	0	2
Count Total	32	26	9	20	87	0	1	0	0	1	6	11	17	8	42
Peak Hour	12	5	5	8	30	0	1	0	0	1	1	4	8	2	15

2021 Tube Count Data

Location: E Market St Between S
Broadway St & N I St

Count Date: 12/14/2021

Site Code: 01

Time	WB	EB	Total
12:00 AM	7	4	11
1:00 AM	11	4	15
2:00 AM	15	4	19
3:00 AM	10	3	13
4:00 AM	15	9	24
5:00 AM	20	10	30
6:00 AM	47	23	70
7:00 AM	98	81	179
8:00 AM	131	91	222
9:00 AM	163	79	242
10:00 AM	166	139	305
11:00 AM	203	148	351
12:00 PM	205	202	407
1:00 PM	215	179	394
2:00 PM	244	149	393
3:00 PM	208	167	375
4:00 PM	186	164	350
5:00 PM	155	126	281
6:00 PM	97	74	171
7:00 PM	84	46	130
8:00 PM	64	35	99
9:00 PM	31	21	52
10:00 PM	16	13	29
11:00 PM	14	15	29
Daily Total	2,405	1,786	4,191
Percent	57%	43%	
AM Peak Hour	203	148	351
Percent	58%	42%	
PM Peak Hour	205	202	407
Percent	50%	50%	

Note: Peak Hour Based on hourly time of day bins.

Location: N I St Between E 1st St & E
Market St

Count Date: 12/14/2021

Site Code: 02

Time	NB	SB	Total
12:00 AM	0	1	1
1:00 AM	1	1	2
2:00 AM	1	0	1
3:00 AM	0	2	2
4:00 AM	0	1	1
5:00 AM	0	1	1
6:00 AM	11	5	16
7:00 AM	26	19	45
8:00 AM	25	25	50
9:00 AM	24	35	59
10:00 AM	43	37	80
11:00 AM	33	51	84
12:00 PM	43	44	87
1:00 PM	43	28	71
2:00 PM	58	47	105
3:00 PM	42	35	77
4:00 PM	26	26	52
5:00 PM	33	25	58
6:00 PM	13	7	20
7:00 PM	11	8	19
8:00 PM	6	9	15
9:00 PM	6	2	8
10:00 PM	1	5	6
11:00 PM	3	1	4
Daily Total	449	415	864
Percent	52%	48%	
AM Peak Hour (	33	51	84
Percent	39%	61%	
PM Peak Hour (	58	47	105
Percent	55%	45%	

Note: Peak Hour Based on hourly time of day bins.

Location: N I St Between E Market St & E Wishkah St

Count Date: 12/14/2021

Site Code: 03

Time	NB	SB	Total
12:00 AM	1	1	2
1:00 AM	2	1	3
2:00 AM	1	0	1
3:00 AM	0	0	0
4:00 AM	1	2	3
5:00 AM	2	1	3
6:00 AM	9	5	14
7:00 AM	19	20	39
8:00 AM	26	29	55
9:00 AM	33	36	69
10:00 AM	41	32	73
11:00 AM	35	67	102
12:00 PM	41	45	86
1:00 PM	31	40	71
2:00 PM	51	51	102
3:00 PM	32	43	75
4:00 PM	26	34	60
5:00 PM	33	28	61
6:00 PM	17	17	34
7:00 PM	15	9	24
8:00 PM	9	8	17
9:00 PM	6	1	7
10:00 PM	2	3	5
11:00 PM	3	3	6
Daily Total	436	476	912
Percent	48%	52%	
AM Peak Hour	35	67	102
Percent	34%	66%	
PM Peak Hour	51	51	102
Percent	50%	50%	

Note: Peak Hour Based on hourly time of day bins.

Location: E Market St Between N I St & N H St

Count Date: 12/14/2021

Site Code: 04

Time	EB	WB	Total
12:00 AM	6	7	13
1:00 AM	4	14	18
2:00 AM	5	16	21
3:00 AM	3	12	15
4:00 AM	10	15	25
5:00 AM	12	26	38
6:00 AM	23	58	81
7:00 AM	57	132	189
8:00 AM	87	139	226
9:00 AM	79	189	268
10:00 AM	132	214	346
11:00 AM	133	234	367
12:00 PM	187	247	434
1:00 PM	153	254	407
2:00 PM	130	294	424
3:00 PM	149	241	390
4:00 PM	164	212	376
5:00 PM	134	170	304
6:00 PM	78	107	185
7:00 PM	55	96	151
8:00 PM	37	68	105
9:00 PM	24	34	58
10:00 PM	15	17	32
11:00 PM	17	19	36
Daily Total	1,694	2,815	4,509
Percent	38%	62%	
AM Peak Hour (	133	234	367
Percent	36%	64%	
PM Peak Hour (	187	247	434
Percent	43%	57%	

Note: Peak Hour Based on hourly time of day bins.

Location: S H St Between E Market St & E Wishkah St

Count Date: 12/14/2021

Site Code: 05

Time	NB	SB	Total
12:00 AM	0	6	6
1:00 AM	0	6	6
2:00 AM	0	7	7
3:00 AM	0	20	20
4:00 AM	0	14	14
5:00 AM	0	27	27
6:00 AM	0	71	71
7:00 AM	0	192	192
8:00 AM	0	166	166
9:00 AM	0	136	136
10:00 AM	0	146	146
11:00 AM	0	186	186
12:00 PM	0	218	218
1:00 PM	0	196	196
2:00 PM	0	234	234
3:00 PM	0	256	256
4:00 PM	0	256	256
5:00 PM	0	228	228
6:00 PM	0	126	126
7:00 PM	0	100	100
8:00 PM	0	62	62
9:00 PM	0	31	31
10:00 PM	0	24	24
11:00 PM	0	20	20
Daily Total	0	2,728	2,728
Percent	0%	100%	
AM Peak Hour	0	192	192
Percent	0%	100%	
PM Peak Hour	0	256	256
Percent	0%	100%	

Note: Peak Hour Based on hourly time of day bins.

Location: N H St Between E 1st St & E Market St

Count Date: 12/14/2021

Site Code: 06

Time	NB	SB	Total
12:00 AM	0	3	3
1:00 AM	0	1	1
2:00 AM	0	4	4
3:00 AM	0	8	8
4:00 AM	0	4	4
5:00 AM	0	9	9
6:00 AM	0	39	39
7:00 AM	38	132	170
8:00 AM	24	95	119
9:00 AM	9	70	79
10:00 AM	10	78	88
11:00 AM	13	83	96
12:00 PM	11	100	111
1:00 PM	12	87	99
2:00 PM	26	133	159
3:00 PM	13	128	141
4:00 PM	13	121	134
5:00 PM	16	83	99
6:00 PM	10	64	74
7:00 PM	4	47	51
8:00 PM	4	37	41
9:00 PM	2	10	12
10:00 PM	2	17	19
11:00 PM	1	15	16
Daily Total	208	1,368	1,576
Percent	13%	87%	
AM Peak Hour (	38	132	170
Percent	22%	78%	
PM Peak Hour (	26	133	159
Percent	16%	84%	

Note: Peak Hour Based on hourly time of day bins.

Location: E Market St Between H St & G St

Count Date: 12/16/2021

Site Code: 07

Time	EB	WB	Total
12:00 AM	11	0	11
1:00 AM	0	0	0
2:00 AM	4	0	4
3:00 AM	1	0	1
4:00 AM	3	0	3
5:00 AM	11	0	11
6:00 AM	25	0	25
7:00 AM	37	0	37
8:00 AM	54	0	54
9:00 AM	76	0	76
10:00 AM	70	0	70
11:00 AM	92	0	92
12:00 PM	115	0	115
1:00 PM	102	0	102
2:00 PM	116	0	116
3:00 PM	125	0	125
4:00 PM	121	0	121
5:00 PM	103	0	103
6:00 PM	67	0	67
7:00 PM	53	0	53
8:00 PM	36	0	36
9:00 PM	26	0	26
10:00 PM	11	0	11
11:00 PM	6	0	6
Daily Total	1,265	0	1,265
Percent	100%	0%	
AM Peak Hour	92	0	92
Percent	100%	0%	
PM Peak Hour	125	0	125
Percent	100%	0%	

Note: Peak Hour Based on hourly time of day bins.

Location: G St Between E Market St & E Wishkah St

Count Date: 12/14/2021

Site Code: 08

Time	NB	SB	Total
12:00 AM	15	0	15
1:00 AM	6	0	6
2:00 AM	15	0	15
3:00 AM	11	0	11
4:00 AM	23	0	23
5:00 AM	38	0	38
6:00 AM	61	0	61
7:00 AM	267	0	267
8:00 AM	203	0	203
9:00 AM	125	0	125
10:00 AM	159	0	159
11:00 AM	146	0	146
12:00 PM	171	0	171
1:00 PM	181	0	181
2:00 PM	293	0	293
3:00 PM	235	0	235
4:00 PM	305	0	305
5:00 PM	201	0	201
6:00 PM	127	0	127
7:00 PM	96	0	96
8:00 PM	72	0	72
9:00 PM	43	0	43
10:00 PM	39	0	39
11:00 PM	24	0	24
Daily Total	2,856	0	2,856
Percent	100%	0%	
AM Peak Hour (	267	0	267
Percent	100%	0%	
PM Peak Hour (	305	0	305
Percent	100%	0%	

Note: Peak Hour Based on hourly time of day bins.

Location: S F St Between E Market St & E Wishkah St

Count Date: 12/14/2021

Site Code: 09

Time	NB	SB	Total
12:00 AM	5	7	12
1:00 AM	11	13	24
2:00 AM	6	19	25
3:00 AM	3	27	30
4:00 AM	6	47	53
5:00 AM	2	95	97
6:00 AM	11	129	140
7:00 AM	39	222	261
8:00 AM	32	211	243
9:00 AM	35	194	229
10:00 AM	37	207	244
11:00 AM	56	220	276
12:00 PM	57	211	268
1:00 PM	53	210	263
2:00 PM	52	263	315
3:00 PM	80	260	340
4:00 PM	71	274	345
5:00 PM	73	259	332
6:00 PM	48	216	264
7:00 PM	40	140	180
8:00 PM	29	97	126
9:00 PM	34	68	102
10:00 PM	12	38	50
11:00 PM	11	18	29
Daily Total	803	3,445	4,248
Percent	19%	81%	
AM Peak Hour	56	220	276
Percent	20%	80%	
PM Peak Hour	71	274	345
Percent	21%	79%	

Note: Peak Hour Based on hourly time of day bins.

Location: E Market St Between G St & S F St

Count Date: 12/14/2021

Site Code: 10

Time	EB	WB	Total
12:00 AM	10	8	18
1:00 AM	6	10	16
2:00 AM	10	13	23
3:00 AM	11	21	32
4:00 AM	20	18	38
5:00 AM	25	26	51
6:00 AM	43	75	118
7:00 AM	108	141	249
8:00 AM	94	188	282
9:00 AM	101	186	287
10:00 AM	155	169	324
11:00 AM	116	236	352
12:00 PM	166	225	391
1:00 PM	159	252	411
2:00 PM	173	265	438
3:00 PM	169	235	404
4:00 PM	236	216	452
5:00 PM	165	197	362
6:00 PM	90	123	213
7:00 PM	85	98	183
8:00 PM	75	78	153
9:00 PM	36	45	81
10:00 PM	29	19	48
11:00 PM	20	17	37
Daily Total	2,102	2,861	4,963
Percent	42%	58%	
AM Peak Hour (	116	236	352
Percent	33%	67%	
PM Peak Hour (	236	216	452
Percent	52%	48%	

Note: Peak Hour Based on hourly time of day bins.

Location:

E 1st St Between G St & N F St

Count Date: 12/14/2021

Site Code: 11

Time	EB	WB	Total
12:00 AM	13	16	29
1:00 AM	4	10	14
2:00 AM	15	10	25
3:00 AM	10	17	27
4:00 AM	14	18	32
5:00 AM	33	39	72
6:00 AM	61	121	182
7:00 AM	135	268	403
8:00 AM	166	270	436
9:00 AM	174	209	383
10:00 AM	172	205	377
11:00 AM	198	221	419
12:00 PM	205	237	442
1:00 PM	179	229	408
2:00 PM	219	260	479
3:00 PM	246	280	526
4:00 PM	303	271	574
5:00 PM	255	209	464
6:00 PM	163	164	327
7:00 PM	120	109	229
8:00 PM	81	90	171
9:00 PM	58	57	115
10:00 PM	33	50	83
11:00 PM	26	38	64
Daily Total	2,883	3,398	6,281
Percent	46%	54%	
AM Peak Hour	166	270	436
Percent	38%	62%	
PM Peak Hour	303	271	574
Percent	53%	47%	

Note: Peak Hour Based on hourly time of day bins.

Location:

N F St Between E 1st St & E
2nd St

Count Date: 12/14/2021

Site Code: 12

Time	NB	SB	Total
12:00 AM	4	1	5
1:00 AM	11	1	12
2:00 AM	2	5	7
3:00 AM	1	11	12
4:00 AM	4	14	18
5:00 AM	5	26	31
6:00 AM	26	46	72
7:00 AM	111	114	225
8:00 AM	83	65	148
9:00 AM	66	82	148
10:00 AM	69	62	131
11:00 AM	97	94	191
12:00 PM	99	84	183
1:00 PM	97	83	180
2:00 PM	106	124	230
3:00 PM	125	116	241
4:00 PM	154	115	269
5:00 PM	112	102	214
6:00 PM	100	71	171
7:00 PM	62	51	113
8:00 PM	46	34	80
9:00 PM	40	14	54
10:00 PM	17	17	34
11:00 PM	15	10	25
Daily Total	1,452	1,342	2,794
Percent	52%	48%	
AM Peak Hour (	111	114	225
Percent	49%	51%	
PM Peak Hour (	154	115	269
Percent	57%	43%	

Note: Peak Hour Based on hourly time of day bins.

Location: E 1st St Between N F St & N E St

Count Date: 12/14/2021

Site Code: 13

Time	EB	WB	Total
12:00 AM	12	15	27
1:00 AM	6	9	15
2:00 AM	16	6	22
3:00 AM	8	14	22
4:00 AM	13	16	29
5:00 AM	19	39	58
6:00 AM	39	106	145
7:00 AM	103	200	303
8:00 AM	119	227	346
9:00 AM	128	158	286
10:00 AM	99	157	256
11:00 AM	130	157	287
12:00 PM	135	140	275
1:00 PM	133	159	292
2:00 PM	163	180	343
3:00 PM	187	196	383
4:00 PM	223	198	421
5:00 PM	201	155	356
6:00 PM	115	106	221
7:00 PM	100	75	175
8:00 PM	66	57	123
9:00 PM	46	46	92
10:00 PM	31	31	62
11:00 PM	21	28	49
Daily Total	2,113	2,475	4,588
Percent	46%	54%	
AM Peak Hour	119	227	346
Percent	34%	66%	
PM Peak Hour	223	198	421
Percent	53%	47%	

Note: Peak Hour Based on hourly time of day bins.

Location: E Market St Between S F St & S E St

Count Date: 12/14/2021

Site Code: 14

Time	EB	WB	Total
12:00 AM	20	10	30
1:00 AM	21	19	40
2:00 AM	19	23	42
3:00 AM	15	34	49
4:00 AM	34	48	82
5:00 AM	46	89	135
6:00 AM	100	147	247
7:00 AM	188	252	440
8:00 AM	199	261	460
9:00 AM	226	242	468
10:00 AM	237	246	483
11:00 AM	282	316	598
12:00 PM	321	307	628
1:00 PM	319	307	626
2:00 PM	348	340	688
3:00 PM	368	328	696
4:00 PM	410	328	738
5:00 PM	375	306	681
6:00 PM	252	212	464
7:00 PM	221	154	375
8:00 PM	185	114	299
9:00 PM	110	75	185
10:00 PM	62	33	95
11:00 PM	50	27	77
Daily Total	4,408	4,218	8,626
Percent	51%	49%	
AM Peak Hour (	282	316	598
Percent	47%	53%	
PM Peak Hour (	410	328	738
Percent	56%	44%	

Note: Peak Hour Based on hourly time of day bins.

2018 Counts

Start Date: 10/23/2018

Start Time: 12:00:00 AM

Site Code: 094

Location 1: W 1ST ST W.O. BROADWAY (EB)

[illegible]

09:45 AM	0	39	10	0	2	1	0	0	0	0	0	1	0
10:00 AM	1	46	13	0	0	0	0	0	0	0	0	0	0
10:15 AM	1	48	4	0	0	1	0	1	0	0	0	0	0
10:30 AM	0	37	10	0	1	0	0	0	0	0	0	0	0
10:45 AM	0	57	7	0	2	0	0	0	0	0	0	0	0
11:00 AM	0	65	8	1	0	0	0	0	0	0	0	0	0
11:15 AM	1	48	7	0	0	0	0	0	1	0	0	0	0
11:30 AM	4	47	4	0	1	0	0	0	0	0	0	0	0
11:45 AM	1	54	9	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	51	5	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	59	9	0	3	1	0	0	0	0	0	0	0
12:30 PM	1	72	7	0	3	0	0	0	0	0	0	0	0
12:45 PM	1	46	11	0	2	0	0	0	0	0	0	0	0
01:00 PM	1	49	8	1	1	0	0	0	0	0	0	0	0
01:15 PM	1	47	5	0	0	0	0	1	0	0	0	0	0
01:30 PM	0	38	4	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	44	4	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	54	12	0	0	0	0	0	0	0	0	0	0
02:15 PM	1	57	6	0	0	0	0	1	0	1	0	0	0
02:30 PM	1	71	11	0	1	0	0	0	0	0	0	0	0
02:45 PM	1	70	9	0	2	0	0	0	0	0	0	0	0
03:00 PM	1	46	8	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	60	19	0	2	1	0	0	0	0	0	0	0
03:30 PM	1	63	8	0	0	1	0	0	0	0	0	0	0
03:45 PM	0	73	9	0	0	1	0	0	0	0	0	0	0
04:00 PM	0	71	13	0	0	0	0	0	0	0	0	0	0
04:15 PM	2	51	8	1	0	0	0	1	0	0	1	0	0
04:30 PM	0	67	12	0	1	0	0	1	0	0	0	0	0
04:45 PM	4	73	9	0	2	1	0	0	0	0	0	0	0
05:00 PM	0	67	11	0	3	0	0	1	0	0	0	0	0
05:15 PM	1	64	11	0	1	0	0	0	0	0	0	0	0
05:30 PM	1	53	8	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	47	14	0	4	0	0	0	0	0	0	0	0
06:00 PM	0	61	7	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	47	11	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	50	3	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	33	6	0	1	0	0	0	0	0	0	0	0
07:00 PM	0	28	2	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	28	6	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	21	9	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	20	6	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	24	2	0	0	0	0	0	0	0	0	0	0
08:15 PM	1	21	3	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	30	6	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	26	5	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0

10:15 PM	0	7	1	0	1	0	0	0	0	0	0	0	0
10:30 PM	0	11	2	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	17	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0

Start Date: 10/23/2018

Start Time: 12:00:00 AM

Site Code: 094

Location 1: W 1ST ST W.O. BROADWAY (WB)

Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	1	3	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0
01:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	7	1	0	3	0	0	0	0	0	0	0	0
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	4	3	0	1	0	0	0	0	0	0	0	0
05:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	16	7	1	0	0	0	0	0	0	0	0	0
06:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0
06:15 AM	1	19	4	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	25	7	0	0	0	0	0	0	1	0	0	0
06:45 AM	0	30	7	0	1	0	0	0	0	0	0	0	0
07:00 AM	0	34	5	0	2	0	0	0	0	0	0	0	0
07:15 AM	0	46	7	1	1	0	0	1	0	0	0	0	0
07:30 AM	0	52	11	0	3	0	0	0	0	0	0	0	0
07:45 AM	2	68	7	0	1	0	0	0	0	0	0	0	0
08:00 AM	0	71	9	1	1	1	0	1	0	0	0	0	0

08:15 AM	1	71	7	1	0	0	0	0	0	0	0	0	0
08:30 AM	0	38	7	1	0	0	0	0	0	0	0	0	0
08:45 AM	1	50	15	1	1	1	0	0	0	0	0	0	0
09:00 AM	1	43	5	0	0	0	0	1	0	0	0	0	0
09:15 AM	0	52	5	0	2	0	0	0	0	0	0	0	0
09:30 AM	0	45	9	0	2	0	0	0	0	0	0	0	0
09:45 AM	1	42	5	0	0	0	0	0	0	0	0	0	0
10:00 AM	1	41	13	0	0	1	0	2	0	0	0	0	0
10:15 AM	3	38	5	0	1	0	0	0	0	0	0	0	0
10:30 AM	0	52	3	0	0	0	0	0	0	0	0	0	0
10:45 AM	1	55	7	0	1	0	0	0	0	0	0	0	0
11:00 AM	1	54	12	0	3	1	0	0	0	0	0	0	0
11:15 AM	1	42	8	0	2	0	0	0	0	0	0	0	0
11:30 AM	1	58	16	0	1	2	0	0	0	0	0	0	0
11:45 AM	4	54	13	0	0	0	0	1	0	0	0	0	0
12:00 PM	1	51	10	0	0	0	0	1	0	0	0	0	0
12:15 PM	2	57	5	0	2	1	0	0	0	0	0	0	0
12:30 PM	0	49	8	1	0	1	0	1	0	0	0	0	0
12:45 PM	1	52	6	0	2	0	0	0	0	0	0	0	0
01:00 PM	0	58	7	0	0	1	0	0	0	0	0	0	0
01:15 PM	1	63	9	0	3	0	0	0	0	0	0	0	0
01:30 PM	0	54	8	0	2	0	0	0	0	0	0	0	0
01:45 PM	4	60	9	1	3	0	0	0	0	0	0	0	0
02:00 PM	1	56	6	0	0	0	0	0	0	0	0	0	0
02:15 PM	1	45	9	1	1	1	0	0	0	0	0	0	0
02:30 PM	4	57	6	0	0	0	0	0	0	0	0	0	0
02:45 PM	1	81	14	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	54	9	2	1	1	0	0	0	0	0	0	0
03:15 PM	1	80	8	0	2	0	0	0	1	0	0	0	0
03:30 PM	2	54	14	0	2	0	0	0	0	0	0	0	0
03:45 PM	1	67	8	1	0	0	0	0	0	0	0	0	0
04:00 PM	0	60	12	3	1	0	0	0	0	0	0	0	0
04:15 PM	2	56	10	0	1	0	0	0	0	0	0	0	0
04:30 PM	3	70	12	0	1	0	0	0	0	0	1	0	0
04:45 PM	3	51	8	1	1	0	0	0	0	0	0	0	0
05:00 PM	0	53	12	0	1	0	0	0	0	0	0	0	0
05:15 PM	0	64	7	0	2	0	0	0	0	0	0	0	0
05:30 PM	0	36	5	0	1	0	0	0	0	0	0	0	0
05:45 PM	0	42	7	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	37	6	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	38	6	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	37	11	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	44	8	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	30	3	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	28	4	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	33	3	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	19	2	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	10	4	0	0	0	0	0	0	0	0	0	0
08:15 PM	1	17	3	1	0	0	0	0	0	0	0	0	0
08:30 PM	0	24	2	0	0	0	0	0	0	0	0	0	0

[illegible]

Start Date: 10/23/2018

Start Time: 12:00:00 AM

Site Code: 095

Location 1: W MARKET ST W.O. BROADWAY (EB)

[illegible]

06:45 AM	0	6	2	0	0	0	0	1	0	0	0	0	0
07:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	9	2	0	1	0	0	0	0	0	0	0	0
07:30 AM	1	13	4	0	1	0	0	0	0	0	0	0	0
07:45 AM	0	19	1	0	2	0	0	0	0	0	0	0	0
08:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	11	4	0	1	0	0	0	0	0	0	0	0
08:30 AM	2	18	4	0	0	0	0	0	0	0	0	0	0
08:45 AM	2	29	3	0	0	0	0	0	0	0	0	0	0
09:00 AM	2	20	6	0	0	0	0	0	0	0	0	0	0
09:15 AM	1	17	4	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	23	3	0	1	0	0	0	0	0	0	0	0
09:45 AM	1	32	6	0	0	0	0	0	0	0	0	0	0
10:00 AM	1	32	8	0	0	0	0	0	0	0	0	0	0
10:15 AM	2	24	4	0	1	0	0	0	0	0	0	0	0
10:30 AM	2	31	2	0	0	0	0	0	0	0	0	0	0
10:45 AM	3	33	5	0	2	0	0	0	0	0	0	0	0
11:00 AM	4	29	10	0	1	0	0	0	0	0	0	0	0
11:15 AM	1	36	4	0	1	0	0	0	0	0	0	0	0
11:30 AM	2	24	9	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	33	9	1	0	1	0	0	0	0	0	0	0
12:00 PM	3	37	7	0	0	0	0	0	0	0	0	0	0
12:15 PM	1	34	5	0	1	1	0	0	0	0	0	0	0
12:30 PM	0	31	6	0	2	0	0	0	0	0	0	0	0
12:45 PM	4	48	4	0	0	0	0	0	0	0	0	0	0
01:00 PM	2	50	8	0	0	0	0	0	0	0	0	0	0
01:15 PM	3	43	11	0	1	1	0	0	0	0	0	0	0
01:30 PM	3	44	9	0	0	0	0	0	0	0	0	0	0
01:45 PM	2	32	3	0	0	0	0	1	0	0	0	0	0
02:00 PM	0	34	4	0	2	1	0	0	0	0	0	0	0
02:15 PM	0	38	6	0	1	1	0	0	0	0	0	0	0
02:30 PM	0	33	2	0	2	0	0	0	0	0	0	0	0
02:45 PM	0	28	2	0	2	0	0	0	0	0	0	0	0
03:00 PM	2	32	7	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	32	5	0	2	0	0	0	0	0	0	0	0
03:30 PM	0	44	8	0	0	0	0	0	0	0	0	0	0
03:45 PM	2	38	8	0	3	1	0	0	0	0	0	0	0
04:00 PM	2	36	5	0	1	1	0	0	0	0	0	0	0
04:15 PM	2	30	4	0	0	0	0	0	0	0	0	0	0
04:30 PM	2	33	8	0	1	0	0	0	0	0	0	0	0
04:45 PM	2	39	4	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	44	5	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	32	7	0	2	0	0	0	0	0	0	0	0
05:30 PM	0	37	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	32	3	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	19	2	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	21	4	0	1	0	0	0	0	0	0	0	0
06:45 PM	0	19	2	0	1	0	0	0	0	0	0	0	0
07:00 PM	0	18	3	0	0	1	0	0	0	0	0	0	0

[illegible]

Location 1: W MARKET ST W.O. BROADWAY (WB)

[illegible]

05:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	15	3	0	2	0	0	0	0	0	0	0	0
06:45 AM	0	8	6	0	1	0	0	0	0	0	0	0	0
07:00 AM	0	9	5	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	20	5	0	2	0	0	0	0	0	0	0	0
07:30 AM	1	26	5	0	1	0	0	0	0	0	0	0	0
07:45 AM	0	24	6	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	30	3	0	1	0	0	0	0	0	0	0	0
08:15 AM	0	22	6	0	1	0	0	0	0	0	0	0	0
08:30 AM	0	19	8	0	3	0	0	0	0	0	0	0	0
08:45 AM	0	32	8	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	33	3	0	1	0	0	0	0	0	0	0	0
09:15 AM	2	36	7	0	3	0	0	0	0	0	0	0	0
09:30 AM	1	20	6	0	2	0	0	1	0	0	0	0	0
09:45 AM	0	30	6	0	1	0	0	0	0	0	0	0	0
10:00 AM	0	26	3	0	2	0	0	0	0	0	0	0	0
10:15 AM	1	35	5	0	2	0	0	1	0	0	0	0	0
10:30 AM	0	36	1	0	2	0	0	1	0	0	0	0	0
10:45 AM	2	36	10	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	37	8	0	3	0	0	0	0	0	0	0	0
11:15 AM	1	39	7	0	2	0	0	0	0	0	0	0	0
11:30 AM	1	42	4	0	2	1	0	0	0	0	0	1	0
11:45 AM	0	40	15	0	3	0	0	0	0	0	0	0	0
12:00 PM	0	44	8	0	3	0	0	0	0	0	0	0	0
12:15 PM	0	42	9	0	2	0	0	0	0	0	0	0	0
12:30 PM	2	46	9	0	1	0	0	0	0	0	0	0	0
12:45 PM	2	47	7	0	5	1	0	0	0	0	0	0	0
01:00 PM	0	50	11	0	4	0	0	0	0	0	0	0	0
01:15 PM	0	53	13	0	3	0	0	0	0	0	0	0	0
01:30 PM	0	43	10	0	3	0	0	0	0	0	0	0	0
01:45 PM	0	22	3	0	2	0	0	0	0	0	0	0	0
02:00 PM	0	55	8	0	1	0	0	0	0	0	0	0	0
02:15 PM	0	43	7	0	1	0	0	0	0	0	0	0	0
02:30 PM	0	34	2	0	1	0	0	0	0	0	0	0	0
02:45 PM	0	41	8	0	2	1	0	0	0	1	0	0	0
03:00 PM	0	46	8	1	2	0	0	1	0	0	0	0	0
03:15 PM	0	42	10	1	0	0	0	0	0	0	0	0	0
03:30 PM	0	39	7	0	2	0	0	0	0	0	0	0	0
03:45 PM	0	39	8	0	0	0	0	1	0	0	0	0	0
04:00 PM	1	47	5	1	2	0	0	0	0	0	0	0	0
04:15 PM	0	43	10	0	2	0	0	0	0	0	0	0	0
04:30 PM	0	53	7	0	1	0	0	0	0	0	0	0	0
04:45 PM	0	39	7	0	1	0	0	1	0	0	0	0	0
05:00 PM	0	49	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	32	6	0	1	0	0	0	0	0	0	0	0
05:30 PM	0	30	3	0	1	0	0	0	0	0	0	0	0

05:45 PM	0	36	4	0	1	0	0	0	0	0	0	0	0
06:00 PM	0	25	4	0	1	0	0	0	0	0	0	0	0
06:15 PM	0	34	1	0	1	0	0	0	0	0	0	0	0
06:30 PM	0	20	3	0	1	0	0	0	0	0	0	0	0
06:45 PM	0	28	2	0	0	0	0	0	0	0	0	0	0
07:00 PM	1	19	2	0	0	0	0	0	0	0	0	0	0
07:15 PM	1	14	4	0	1	0	0	0	0	0	0	0	0
07:30 PM	0	15	3	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	22	3	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	15	1	0	1	0	0	0	0	0	0	0	0
08:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
09:15 PM	1	8	2	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0

Start Date: 10/23/2018

Start Time: 12:00:00 AM

Site Code: 096

Location 1: E 1ST ST E.O. BROADWAY (EB)

Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0

03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0
05:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	20	5	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	9	0	0	1	0	0	0	0	0	0	0	0
06:45 AM	0	21	5	0	1	0	0	0	0	0	0	0	0
07:00 AM	0	25	7	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	39	5	0	2	0	0	0	0	0	0	0	0
07:30 AM	1	33	2	0	1	0	0	0	0	0	0	0	0
07:45 AM	2	62	4	0	1	1	0	0	0	0	0	0	0
08:00 AM	3	42	5	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	30	2	0	1	0	0	0	0	0	0	0	0
08:30 AM	0	44	4	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	32	5	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	47	7	0	1	0	0	0	0	0	0	0	0
09:15 AM	0	41	1	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	29	1	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	45	7	0	0	0	0	0	0	0	0	0	0
10:00 AM	1	42	9	0	0	0	0	0	0	0	0	0	0
10:15 AM	1	41	2	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	25	6	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	52	7	0	2	0	0	0	0	0	0	0	0
11:00 AM	2	41	9	0	0	0	0	0	0	1	0	0	0
11:15 AM	0	53	3	0	0	0	0	0	0	0	0	0	0
11:30 AM	2	55	5	0	1	1	0	0	0	0	0	0	0
11:45 AM	0	54	11	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	59	6	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	55	8	0	1	1	0	0	0	0	0	0	0
12:30 PM	0	67	7	0	2	1	0	0	0	0	0	0	0
12:45 PM	0	46	10	0	1	3	0	0	0	0	0	0	0
01:00 PM	0	54	8	0	1	1	0	0	0	0	0	0	0
01:15 PM	1	50	3	0	0	1	0	0	0	0	0	0	0
01:30 PM	0	33	6	0	0	1	0	0	0	0	0	0	0
01:45 PM	1	30	4	0	0	0	0	0	0	0	0	0	0
02:00 PM	1	59	5	0	0	1	0	0	0	0	0	0	0
02:15 PM	0	50	4	0	0	0	0	0	0	0	0	0	0
02:30 PM	1	58	8	0	1	0	0	0	0	1	0	0	0
02:45 PM	1	95	2	0	3	0	0	0	0	0	0	0	0
03:00 PM	1	61	9	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	59	12	0	1	0	0	1	0	0	0	0	0
03:30 PM	0	68	8	0	2	0	0	0	0	0	0	0	0
03:45 PM	0	76	7	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	60	7	0	0	1	0	0	0	0	0	0	0

[illegible]

Start Date: 10/23/2018

Start Time: 12:00:00 AM

Site Code: 096

Location 1: E 1ST ST E.O. BROADWAY (WB)

[illegible]

02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	6	1	0	3	0	0	0	0	0	0	0	0
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	4	1	0	2	0	0	0	0	0	0	0	0
05:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	14	7	1	0	0	0	0	0	0	0	0	0
06:00 AM	0	15	5	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	16	3	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	25	8	0	1	0	0	0	0	1	0	0	0
06:45 AM	0	36	8	0	1	0	0	0	0	0	0	0	0
07:00 AM	0	29	5	0	1	0	0	0	0	0	0	0	0
07:15 AM	0	43	9	2	1	0	0	1	0	0	0	0	0
07:30 AM	0	40	10	1	5	1	0	0	1	0	0	0	0
07:45 AM	0	82	14	0	3	1	0	0	0	0	0	0	0
08:00 AM	1	71	11	0	2	0	0	0	0	0	0	0	0
08:15 AM	1	77	8	0	1	0	0	0	0	0	0	0	0
08:30 AM	0	50	10	0	1	0	0	0	0	0	0	0	0
08:45 AM	0	59	13	0	1	0	0	0	0	0	0	0	0
09:00 AM	0	55	6	0	3	0	0	0	0	0	0	0	0
09:15 AM	0	54	8	0	3	0	0	0	0	0	0	0	0
09:30 AM	0	41	10	0	1	0	0	0	0	0	0	0	0
09:45 AM	0	46	9	0	2	0	0	0	0	0	0	0	0
10:00 AM	1	44	10	0	2	0	0	1	0	0	0	0	0
10:15 AM	1	32	6	0	1	1	0	0	0	0	0	0	0
10:30 AM	0	52	6	0	1	0	0	0	0	0	0	0	0
10:45 AM	0	59	6	0	1	0	0	0	0	0	0	0	0
11:00 AM	0	53	8	0	2	1	0	0	0	0	0	0	0
11:15 AM	3	51	7	1	3	0	0	0	0	0	0	0	0
11:30 AM	0	62	17	0	4	0	0	0	0	0	0	0	0
11:45 AM	0	50	6	0	2	0	0	0	0	1	0	0	0
12:00 PM	0	54	11	0	2	0	0	0	0	0	0	0	0
12:15 PM	0	51	10	0	2	0	0	0	0	0	0	0	0
12:30 PM	0	54	12	1	3	0	0	1	0	0	0	0	0
12:45 PM	0	59	6	0	4	0	0	0	0	0	0	0	0
01:00 PM	0	64	10	1	2	0	0	2	0	0	0	0	0
01:15 PM	0	73	12	0	1	0	0	0	0	0	0	0	0
01:30 PM	0	42	9	0	5	0	0	0	0	0	0	0	0
01:45 PM	0	57	12	0	2	1	0	1	0	0	0	0	0
02:00 PM	1	57	9	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	40	14	1	1	0	0	0	0	0	0	0	0
02:30 PM	0	64	7	1	0	1	0	0	0	0	0	0	0

[illegible]

[illegible]

01:15 PM	3	37	4	0	0	1	0	0	0	0	0	0	0
01:30 PM	0	44	8	0	0	1	0	0	0	0	0	0	0
01:45 PM	1	39	4	0	1	0	0	1	0	0	0	0	0
02:00 PM	0	46	3	0	0	0	0	0	0	0	0	0	0
02:15 PM	2	28	4	0	0	0	0	0	0	0	0	0	1
02:30 PM	2	31	8	0	0	0	0	0	0	0	0	0	0
02:45 PM	2	34	4	0	1	0	0	1	0	0	0	0	0
03:00 PM	0	31	7	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	31	3	0	1	0	0	0	0	0	0	0	0
03:30 PM	0	47	8	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	33	5	0	0	1	0	0	0	0	0	0	0
04:00 PM	3	29	7	0	1	0	0	0	0	0	0	0	0
04:15 PM	0	33	4	0	0	1	0	0	0	0	0	0	0
04:30 PM	1	31	7	0	1	0	0	0	0	0	0	0	0
04:45 PM	0	42	5	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	55	2	0	0	0	0	0	0	0	0	0	0
05:15 PM	2	34	4	0	0	0	0	0	1	0	0	0	0
05:30 PM	1	32	4	0	0	1	0	0	0	0	0	0	0
05:45 PM	1	31	2	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	20	2	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	13	3	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	17	3	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	22	2	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0
07:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0
08:45 PM	1	8	1	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	5	1	0	1	0	0	0	0	0	0	0	0
09:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Date: 10/23/2018

Start Time: 12:00:00 AM

Site Code: 097

Location 1: MARKET ST E.O. BROADWAY (WB)

Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0
04:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0
04:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	6	6	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	8	4	0	0	1	0	0	0	0	0	0	0
06:30 AM	0	16	3	0	1	0	0	0	0	0	0	0	0
06:45 AM	1	10	8	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	12	4	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	22	9	0	2	0	0	0	0	0	0	0	0
07:30 AM	0	26	4	0	0	0	0	0	0	0	0	0	0
07:45 AM	3	28	9	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	28	1	0	1	0	0	0	0	0	0	0	0
08:15 AM	1	28	5	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	24	6	1	2	0	0	0	0	0	0	0	0
08:45 AM	0	31	3	0	0	0	0	0	0	0	0	0	0
09:00 AM	2	34	2	0	1	0	0	1	0	0	0	0	0
09:15 AM	1	34	6	0	1	0	0	0	0	0	0	0	0
09:30 AM	0	24	4	0	3	0	0	1	0	0	0	0	0
09:45 AM	0	27	7	0	1	0	0	0	0	0	0	0	0
10:00 AM	0	35	2	0	1	0	0	0	0	0	0	0	0
10:15 AM	0	43	4	0	2	0	0	0	0	0	0	0	0
10:30 AM	1	32	3	0	2	1	0	0	0	0	0	0	0
10:45 AM	2	37	9	0	1	0	0	0	0	0	0	0	0
11:00 AM	0	43	5	0	2	0	0	0	0	0	0	0	0
11:15 AM	1	37	5	0	1	1	0	0	0	0	0	0	0
11:30 AM	2	52	8	0	2	0	0	0	0	0	0	0	0

11:45 AM	0	46	8	0	4	0	0	0	0	0	0	0	0
12:00 PM	1	49	12	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	48	4	0	2	0	0	0	0	0	0	0	0
12:30 PM	3	50	10	0	1	1	0	0	0	0	0	0	0
12:45 PM	3	52	11	0	2	0	0	0	0	0	0	0	0
01:00 PM	0	63	6	0	0	0	0	1	0	0	0	0	0
01:15 PM	3	38	8	0	4	0	0	1	0	0	0	0	0
01:30 PM	1	43	7	0	3	0	0	0	0	0	0	0	0
01:45 PM	1	47	10	0	1	0	0	0	0	0	0	0	0
02:00 PM	0	62	5	0	1	0	0	0	0	0	0	0	0
02:15 PM	1	43	4	0	1	0	0	0	0	0	0	0	0
02:30 PM	2	34	9	0	1	0	0	0	0	1	0	0	0
02:45 PM	0	48	7	1	1	1	0	0	0	0	0	0	0
03:00 PM	0	47	10	0	1	0	0	1	0	0	0	0	0
03:15 PM	3	47	7	1	1	1	0	0	0	0	0	0	0
03:30 PM	1	48	1	0	2	0	0	0	0	0	0	0	0
03:45 PM	1	41	6	0	2	0	0	1	0	0	0	0	0
04:00 PM	2	50	3	0	1	0	0	0	0	0	0	0	0
04:15 PM	1	48	7	0	1	0	0	0	0	0	0	0	0
04:30 PM	2	47	4	0	2	0	0	0	0	0	0	0	0
04:45 PM	1	44	5	0	1	0	0	1	0	0	0	0	0
05:00 PM	1	51	3	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	36	5	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	35	3	0	1	0	0	0	0	0	0	0	0
05:45 PM	1	41	4	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	39	2	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	33	0	0	1	0	0	0	0	0	0	0	0
06:30 PM	0	26	4	0	1	0	0	0	0	0	0	0	0
06:45 PM	1	26	2	0	0	0	0	0	0	0	0	0	0
07:00 PM	0	23	2	0	0	0	0	0	0	0	0	0	0
07:15 PM	0	17	6	0	0	0	0	0	0	0	0	0	0
07:30 PM	0	17	0	0	1	0	0	0	0	0	0	0	0
07:45 PM	0	25	1	0	0	0	0	0	0	0	0	0	0
08:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0
08:15 PM	0	19	1	0	0	0	0	0	0	0	0	0	0
08:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
08:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0
09:00 PM	1	9	0	0	0	0	0	0	0	0	0	0	0
09:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0